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AUTOSPORT

1/6

EVERY FRIDAY

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BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

KEN WHARTON (FORD CONSUL) WINS THE INTERNATIONAL TULIP RALLY
TO SCOTLAND

ALL THE WEEK-END EVENTS

JOHN BOLSTER

BARCLAY INGLIS

ROAD RACING COMES
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1st KIEFT-NORTON CHARLES HEADLAND
 - INTERNATIONAL R.A.C. RALLY
SCARBOROUGH Class I. Open Cars
1st ALLARD A. G. IMHOF
 - INTERNATIONAL RALLYE du SOLEIL, CANNES,
FRANCE Automobile Club de Cannes Cup
1st FRAZER-NASH H. C. O'HARA MOORE
1,501-2,500 c.c. Class
1st FRAZER-NASH H. C. O'HARA MOORE
 - GOODWOOD
Earl of March Trophy
1st KIEFT-NORTON S. MOSS
Third Easter Handicap
1st TALBOT-LAGO J. D. HAMILTON
Fourth Easter Handicap
1st ASTON MARTIN E. D. THOMPSON

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Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

Managing Editor : GREGOR GRANT

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May 2, 1952

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NOTICES

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EDITORIAL

IT seems curious that in other countries organizers should not raise any objection to the use of re-treaded or remoulded tyres in certain racing events. For example, in 1951, l'A.C. de F. permitted a team of pre-war Aston Martins to run on retreads in the Bol d'Or 24 Hours Race. However, in Great Britain, there is a complete ban on the use of these tyres in speed and circuit events. It is understandable that motor-racing must be made as safe as is possible, but surely it is a reflection on the skill and workmanship of the retread industry that their products should thus be labelled completely unsuitable for use on vehicles which may travel at high speeds. The ban does not affect competitors in Formula or International racing of any sort, as entrants would not think of using other than the latest type of road-racing cover. It is the competitor in the comparatively small club event who suffers, and it is felt in club circles that the use of re-treaded or remoulded tyres, issued by certain reputable manufacturers to be named by the R.A.C., would go a long way to reducing the ever-rising cost of racing to competitors in the smaller, confined events.

THE entry list for the B.R.D.C. *Daily Express* International Trophy Race on 10th May certainly justifies the choice of Formula 2 for this event. This race may well mark the turning point of Great Britain in Grands Prix. Our designers and constructors are determined to wrest domination in this type of event from Italy—a determination that is also becoming apparent in France and Germany. It would seem that the non-appearance of B.R.M. at Turin has caused the remaining Continental supporters of racing to the existing Formula 1 to lose faith. The outstanding success of the first of the French series of G.P. races to Formula 2 has not been lost on other race organizers, and certain Continental motoring journals criticized the Belgians for their original decision to organize the Grand Prix of Europe for Formula 1 machines. The defection of B.R.M. at Turin is cited as an example of the risk of staging an event for a very questionable number of starters, and many motoring writers are suggesting that Enzo Ferrari may not be able to field a team of 4½-litre cars owing to his Indianapolis commitments. After all, Enzo Ferrari is chief of a private concern, and if real American dollars were to be forthcoming for his products, who could possibly blame him for selling the cars to the highest bidders.

It is all very well for B.R.M. to sign up Juan Manuel Fangio, but the chances of the cars appearing in pukka Grand Prix racing are becoming more and more slender each week. As we go to press, it is learned that regulations for the G.P. of Europe at Spa will shortly be issued—for Formula 2 cars!

OUR COVER PICTURE

RIVALS: Mike Hawthorn (Cooper-Bristol) and George Abecassis (H.W.M.) on the starting line at Goodwood. The struggle for Formula 2 honours will be seen at its height on 10th May at Silverstone.

Pit and Paddock



MEN AT WORK No. 4—

Sydney Allard

MANUFACTURER, racing man, trials driver and rally expert — Sydney Allard is all of them. His greatest success to date was his outright win in the 1952 Monte Carlo Rally.

REGULATIONS have been issued by the R.A.C. for the 1952 Hill-Climb Championship. Venues this year are: Bo'ness (28th June), Rest-and-Be-Thankful (5th July), Bouley Bay (24th July), Craigantlet (9th August), Shelsley Walsh (30th August) and Prescott (14th September).

BOBIE BAIRD'S "Grifphon" is not, as has been reported several times, the ex-Parnell 4CLT Maserati. The chassis was built in Belfast, whilst the engine is constructed from British-made components. We shall publish a description of this interesting car in a forthcoming issue. Incidentally, Baird hopes to drive one of the latest Ferrari "Fours" at Silverstone on 10th May.

COUPE DU PRINTEMPS

THE Spring Cup meeting at Montherley last Sunday saw successes gained by Grignard's 4½-litre G.P. Talbot in the over 2-litres sports and racing class and by Balsa's BMW in the 2-litre class. Vincent's Talbot won the over 2-litres Touring class, and Heurtaux (Porsche) was first of the 2-litre cars.

CAPT. GREENHALGH of No. 1 Flight, B.E.A., Northolt, Middlesex, entered a TD M.G. in the 1,300 c.c. class of the Morecambe Rally (16th/18th May) but cannot now compete. His entry, in consequence, is vacant; organizers are Lanes A.C.

IN view of the current retread controversy, it is noteworthy that Tulip Rally winner Ken Wharton used Wyresoles. So did Ralph Sleigh, Class 5 winner, and many others well placed in the results.

JOHAN BOLSTER will be broadcasting again at Silverstone from the pits, at the big B.R.D.C./Daily Express meeting next week-end.

TAKE IT FROM HERE, the popular B.B.C. show featured an extremely funny motor-racing skit last Tuesday. The hero, one Stirling Moostard, drove a Bootle Special to victory in a G.P., finishing with both feet through the floorboards. The Bootle engine was pinched from a B.R.M.!

THE MILLE MIGLIA

THE world famous Italian Thousand Miles race has its 19th running this week-end, and has attracted a strong international entry. Britain will be mainly represented by Stirling Moss driving an XK 120C Jaguar and by the works team of DB2 Aston Martin saloons, handled by Reg Parnell, George Abecassis and Tommy Wisdom.

Three 300SL Mercedes-Benz coupés will represent Germany, while Italy's colours will be defended by numerous Ferraris, amongst them Villorosi's, Lancias, "1900" Alfes and other cars. The presence of Moss's Jaguar adds considerably to the interest of the race; no British car has yet won Italy's gruelling sports-car classic outright as yet.

THE "AUTOSPORT" £200 CHAMPIONSHIP

Bonus Marks for Headland and Lewis-Evans — Ninian Sanderson Moves Up

THE record lap at Beveridge Park last Saturday gives Charles Headland (Kieft) two bonus marks. S. Lewis-Evans (Cooper) is revealed as having established a new Brands Hatch lap record on Easter Monday and he also receives a couple of bonus marks. Ninian Sanderson's Kirkcaldy victory in the second 15-lap race brings him five marks. Headland now leads with 16 points.

Positions as at 29th April, 1952

Driver	Car	Pts.
1. Charles Headland	Kieft-Norton	16
2. S. Lewis-Evans	Cooper-Norton	8
3. George Wickens	Cooper-Norton	7
Don Parker	Kieft-J.A.P.	7
4. Ninian Sanderson	Cooper-Norton and J.A.P.	6
5. André Loens	Kieft-Norton	4
6. Tom Leigh	Cooper-J.A.P.	3
Donald Beauman	Cooper-J.A.P.	3
Don Truman	Cooper-Norton	3
Alan Browne	Cooper-Norton	3
7. L. Lewis-Evans	Cooper-Norton	2
Jack Westcott	Kieft-Norton	2
R. A. Bicknell	Revis-Norton*	1

*Qualifies for Non-Series-Car Award.

MACKSON will, after all, be represented in the Luxembourg G.P. Secretary Petin of the organizing club came to terms with Ken Wharton after the Tulip Rally.



EVERYTHING HAPPENS TO ME! To lose a wheel in successive meetings at Castle Combe and Brands Hatch is disconcerting enough, and to stage a highly spectacular crash at Beveridge Park would try the nerves of most drivers. However, Charlie Headland smiles through it all; the Kieft driver leads the "Autosport" £200 Championship by 8 clear points!

SPORTS-NEWS

SILVERSTONE NEWS

Formula 3 and Production Car Race Entries

A TOTAL of 37 entries has been received for the 500 c.c. race at the B.R.D.C./Daily Express Trophy race meeting at Silverstone on 10th May. The Production Touring Car race has attracted 26 entrants, including Baron de Graffenried ("1900" Alfa Romeo) and the Italian Giacomo Caprara with a 2.5-litre Alfa Romeo.

The following is the full entry list for the two races:—

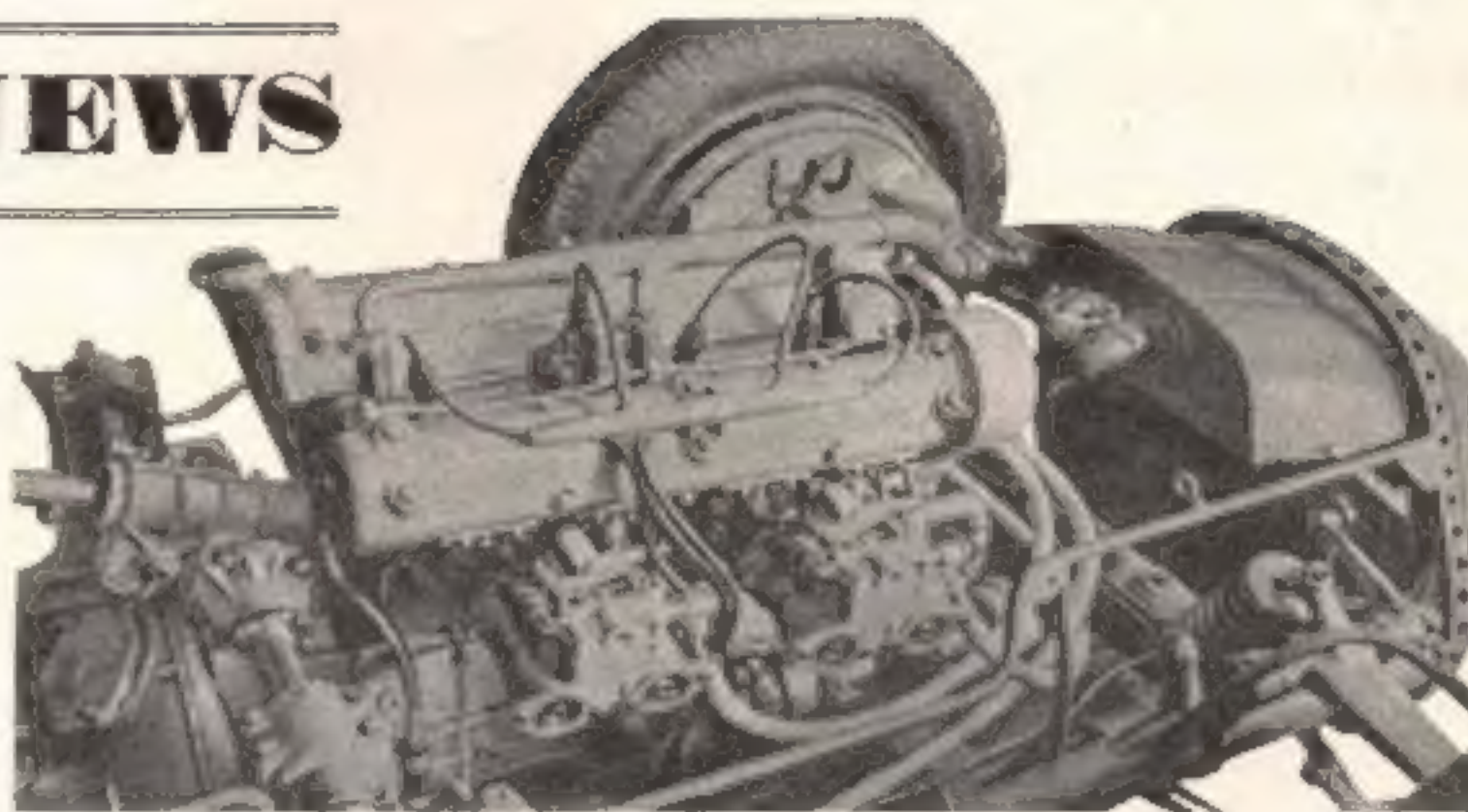
500 c.c. Race: Cooper: J. Barber, M. A. H. Christie, D. A. Clarke, J. Coombs, A. C. Rippon, C. N. Cooper, J. N. Cooper, F. R. Gerard, D. H. R. Gray, S. Lewis-Evans, A. J. Nurse, J. G. Reece, G. H. Symonds, D. Truman, W. J. Whitehouse, G. H. Wicks. Formula 3: J. D. Habin, K. Wharton, F.H.B.: F. H. Bacon, J.B.S.: P. Collins, A. Moore, A. W. Richards, J.P.: C. R. Hunter, Kieft: K. A. Gregory, C. D. Headland, S. Moss, D. Parker, Leston Spt.: I. Leston, Mackison: P. K. Braid, A. D. Gill, G. S. Shilline, Mezzolltre: C. R. Instone, O. Poppe, Smith 500: K. W. Smith, Thier Kitten: John C. Lones, Waspi: E. J. Moor.

Production Touring Car Race: Class C, Cars over 3,000 c.c.: Jaguar: S. Moss, L. G. Johnson, B. E. Bradnack. Allard: S. H. Allard.

Class D, 2,001-3,000 c.c.: Sunbeam-Talbot: G. R. Harwell/J. M. Sparrowe, J. P. S. Slater, R. W. Merrick. Healey: K. Wharton, K. H. Downing. Alfa Romeo: G. Caprara. Riley: A. P. O. Rogers, O. H. Grace, A. P. Warren. Alvis: C. G. H. F. Dunham.

Class E, 1,501-2,000 c.c.: Alfa Romeo: E. de Graffenried. Citroën: C. K. Mortimer. Bristol: L. Potter, T. A. D. Crook, R. F. Salvadori, R. O'Brien, P. B. Buckley. A.C.: I. C. C. Mayers.

Class F, 1,101-1,500 c.c.: M.G.: R. W. Jacobs. Jowett: H. L. Hadley, R. J. C. Marshall, W. Bennett.



ATMOSPHERIC: The Formula 2 Maserati-Platè with four-cylinder engine using two Weber double-choke carburetors. This car, evolved from the old 1½-litre supercharged 4CLT, showed promise recently at Pau, where de Graffenried made third fastest lap. At Marseilles last Sunday he finished fourth.

RALLYE SOLEIL-CANNES

REVISED placings in the over 2,500 c.c. class of the recent Rallye Soleil-Cannes give the following positions: 1, Taylor (Jaguar); 2, Habisreutinger (Jaguar); 3, Snow (Jaguar); 4, Bennett (Jaguar). Incidentally, Jaguars won the team prize for the second year running, after a close contest with Porsche.

* * *

NIGHT-DRIVING GLASSES

THE problem of glare from dazzling headlights has been successfully solved by the makers of "Cat's

Eyes" anti-dazzle glasses. AUTO-SPORT has recently tested both the normal 15s. glasses, and those fitted with a special, anti-glare translucent shield and high-grade lens of the type used by many prominent rally-drivers, including Sydney Allard. Both glasses provide most restful driving at night, even in the face of the thickest traffic. The normal nightmare of driving City-wards (for example) on the Watford By-pass is completely eliminated, and the usual dazzling array of oncoming lights is reduced to the minimum. They are particularly effective on wet nights, and definitely cut out the disturbing, and often dangerous reflections from badly-focused headlamps. A feature of the "Cat's Eyes" glasses is that they can also be worn during dusk, and under conditions of mist. Clip-ons for ordinary spectacles can be supplied at 11s. 9d. Cost of the "rally-type" glasses is 33s., plus 9s. extra for anti-glare shields. They are marketed by J. John Aylsons and Co., London Bridge House, S.E.1.

* * *

NEW BRANDS HATCH RECORD

THE Timekeepers at the recent London Trophy meeting at Brands Hatch recorded a fastest lap in 52 seconds (69.23 m.p.h.), which was set up by S. Lewis Evans (Cooper-Norton). This is a record for the Brands Hatch circuit.

S. Lewis Evans, of Bexleyheath, was a newcomer to 500 c.c. racing last season, and, being young and very enthusiastic, and also a real "light-weight", is well worth watching in future events.



TOWING OPERATION: The 4,200-ton caisson which will form the water intake jetty at the Vacuum Oil Company's new refinery at Coryton. This was towed from Tilbury by tugs and sunk into position last month. The processing of oil at the new plant begins in the autumn.

COOPER-BRISTOLS AT SNETTERTON TOMORROW

Ecurie Richmond, Rolt (Delage), Wharton (E.R.A.) and Poore (Alfa)
Among Contenders in A.M.O.C. Meeting

THE Aston Martin Owners' Club opens its season with a full-scale Spring Race Meeting at 11.30 a.m. at Snetterton tomorrow. The programme is a mixed sports-racing bag with expected fun and games for the sports-cars at "Chicanery Corner" and two hard-fought 10-lap matches for racing-cars.

In the Formula 2 race Ray Merrick and the Cooper/Nor-J.A.P. will have to face up to Eric Brandon and Alan Brown with two of the new Cooper-Bristols.

Contenders for the B.T.D. Wyatt Trophy will probably be found from the Peter Bell E.R.A. (Ken Wharton), Dennis Poore's Alfa, the Rob Walker E.R.A./Delage (Tony Rolt), threesome.

Snetterton is a very easy place to get to, being on the fast A11 from Baldock to Norwich. The circuit is about five miles north of Thetford and can be seen on your right from the main road.

SNETTERTON ENTRIES

E.R.A.: Ken Wharton (Entrant, Peter Bell), Alfa Romeo: Dennis Poore, R. H. Dennis, E.R.A.: Delage: A. P. R. Rolt (Entrant, R. C. Walker), Cooper-Bristol (Ecurie Richmond): E. Brandon, A. Brown, Southey, L. L. Marr, Cowap Special: J. A. Cowap, Cooper/Nor-Jap: Ray Merrick, Albani: W. J. Jacobs, Alfa-Jaguar: E. P. Savage, Aston Martin: Peter Clarke (DB11), P. A. B. Stewart (Red Dragon), A. B. Stewart, R. Noble, L. L. Marr, A. P. Stanforth, A. G. Oldworth, R. P. Collinson, P. B. Williams, J. P. Hopps, J. Robin, P. M. Sims, W. B. Fowler, G. Garstide, L. J. Robertson, BMW-Bristol: R. C. Willis, Bentley: P. Woodley, C. C. Wells, Cooper-M.G.: Cliff Davis, L. Leonard, Delahaye: R. C. Walker, dr. Eric Thompson, Frazer-Nash: J. R. Stoop, H.W.: Alfa: R. E. Pittendon, Healey: R. G. W. Haynes, W. D. R. Lamb, F. E. Jarvis, Fiat: C. le Stranz Metcalfe, Jaguar: J. Risley Prichard, S. J. Boshier,

LAYOUT: Sketch of the Snetterton Circuit by A.M.O.C. Secretary Dudley Corum, showing arrangement of the artificial turns at Chicanery Corner. The lowest powered cars go straight through, while faster ones take bends of varying severity.



J. H. Sarginson, P. Sulley, Lt.-Col. Hoed, Laguarda, P. B. Jarvis, M.G.: F. G. A. Bucknall, A. S. Lums, E. H. Heath, T. W. Dargue, L. Jones, W. A. Scott-Brown, R. J. Fletcher, Rayner Spl., R. R. Rayner, Riley: L. J. Coe, Slagen P. W. Coates, Tajero Spl., R. H. Lister.

ASCARI WINS AGAIN

Ferrari Victory at Marseilles—Bira (Gordini) shares Second Place with Manzon

ALBERTO ASCARI notched up another win in last Sunday's Marseilles Formula 2 G.P. on the Parc Borely circuit with the 4-cylinder, 2-litre Ferrari. The meeting was highly successful, and was enlivened by the battle between the Ferrari

drivers Ascari and Farina in the closing stages. Farina took the lead while Ascari made a quick pit stop for rear tyres; when the latter rejoined the race and closed with Farina the two duelled for first place until Farina's car crashed into the straw bales at a corner.

Ascari went on to win comfortably from the 1½-litre Gordini driven by B. Bira and, in the later stages, by Robert Manzon. The latter had started the race in the new 2-litre Gordini "six", the car running fast and well and being well up with the Ferraris until gearbox trouble forced its retirement after 20 laps. John Claes took third place in another 1½-litre Simca Gordini, de Graffenried (Maserati-Platè) was fourth and Elie Bayol a brave fifth in the little 1,360 two-seater Osca. Peter Collins (H.W.M.) was seventh and Hans Stuck (AFM) eighth. Macklin and Cabantous (H.W.M.s) retired.

With an Italian, a Siamese and a Frenchman, a Belgian, a Swiss, a Frenchman, an Englishman and a German occupying the finishing positions, the Marseilles G.P. can truly be termed an international event. Results of the three hours race were:—

1, A. Ascari (Ferrari), covered 359.56 km., 74.43 m.p.h.; 2, B. Bira/R. Manzon (Gordini), 343.9 km.; 3, J. Claes (Gordini), 341.1 km.; 4, E. de Graffenried (Maserati-Platè); 5, E. Bayol (Osca); 6, J. Behra (Gordini); 7, P. J. Collins (H.W.M.); 8, H. Stuck (AFM).



SAFEGUARD: More and more Formula 3 cars are appearing with anti-crash bars. Here is "Pop" Lewis-Evans and his Cooper, which is so fitted.



SPEED TEST: Ken Wharton (Ford Consul) clinches a "triple" in Tulip Rally victories in the final tests at Zandvoort.

KEN WHARTON'S THIRD "TULIP" VICTORY

British Triumph in Big Dutch Event—Ford, Jaguar, Bristol, Rover and M.G. Successes—British Crew Wins Ladies' Class

KEN WHARTON'S victory in the 1952 International Tulpen Rallye with a Ford Consul marks his third outright success in Holland's popular event; he won in 1949 and 1950 and this year gained 38 out of a possible 40 bonus points to head Ian Appleyard (Jaguar) by two points, both drivers naturally scoring class wins. Britain's fine showing was further enhanced by Ralph

Sleigh's victory in the 2-litre class with a Bristol and by the success of Miss C. Sadler, Miss Hazel Dunham and Mrs. M. Blackburn with their Rover in winning the Ladies' Prize from rally veteran Mrs. Greta Molander (Saab) and Mme. Francois-Sigrand (Renault). Third in General Classification and a further class winner was an M.G. driven by Dutchman, A. Vander Lof.

prominent, and regretted non-starter from the Paris control, was Johnny Claes, of Belgium, due to handle a Simca-Gordini with Jacques Ickx, while Mrs. Lorna Doone Snow (XK 120 Jaguar) was a non-runner from The Hague.

From Boulogne, London starters headed for Paris, then Rheims and Brussels, between which two towns an eliminating test was scheduled. This was cancelled, however, through the local authorities' inability to guarantee a traffic-free route. All runners converged at the Belgian capital, following thereafter a gigantic loop across France via Rheims, Bourges, Clermont Ferrand, Le Puy, Valence, Bellegarde, Besançon, Mulhouse and Gerardmer, back via Epinal, through Eastern France and across into Luxembourg, then to Spa, Eindhoven on the Dutch border, Schiphol and finally Noordwijk-aan-Zee.

Beyond Clermont Ferrand was staged the first of the four special stages, entitled "the Night of Auvergne", which proved less difficult than anticipated, but inevitably

THE Fourth Tulip Rally, organized by the Dutch R.A.C.-West, was run under perfect conditions, and was much easier throughout than last year. Out of the 244 starters who set forth on 21st April from points as wide apart as London, The Hague, Berne, Paris, Munich, Flensburg, Dusseldorf and Brussels, no less than 118 arrived three days later at the final control at Noordwijk, on the Dutch seaboard, without loss of marks on the road sections. Bonus marks were awarded for eliminating tests held *en route*, and the best 15 competitors in each of the nine classes at the end of the

road sections qualified for the final speed tests on the Zandvoort racing circuit near Haarlem. Regulations governing the "Tulip" were not strict, and easy interpretation of the rules permitted the entry of many non-standard vehicles.

The London contingent of 26 was reduced to 23 by the non-starting of E. V. Lewis's M.G. and the Jowetts of W. Edwards and W. G. Pitcher, co-driver with whom was to have been Leslie Brooke. A four-hour wait at Dover quay, and a further four-hour delay at Boulogne irked everyone, and Continental starters were fortunate in escaping this. A

Ken Wharton's Third "Tulip" Victory—continued

caught a few of the less wary. From Le Puy to Valence many competitors were penalized for being late. A. P. Warren (Riley) suffered a fused headlight which "did in" his light switch, entailing much delay, a stroke of ill-fortune which put him out of the final tests when well up in his class. Another British runner, E. Ainsworth, who started from the Hague with a Jaguar, was forced out with ignition trouble. Between Besançon and Gerardmer an eliminating test took place, in the form of a nine-kilometre speed hill-climb at Ballon d'Alsace. Here R.A.C. Rally winner "Goff" Imhof was fastest with the J2 Cadillac-Allard. The third and fourth special stages, "The 15 Mountains" and "The 1,000 Curves" were much easier than in previous years owing to the slower average speeds set for 1952. The Spa control saw many runners penalized, however, for bad signposting around Malmedy, hard by the famous Belgian Grand Prix circuit, led many astray, costing vital minutes. At the Eindhoven control all competitors became the guests of honour of the Philips Radio Company, excellent meals, washing facilities and even telephone calls all being laid on free. Many crews made good use of their time by having tyres changed at the depots of the various manufacturers; of these the Tyresoles installations were notably numerous, their organization *par excellence*.

A top gear "flexibility test" was held at Schiphol Airport, near Amsterdam. Cars went off to a rolling start, around a pylon and back, with a marshal as passenger holding out the clutch with a cord. Customarily, Noordwijk, the final control, was gorgeously bedecked with tulips *en masse*, the cars passing through vast floral archways into the Huis ter Duin Hotel for signing off.

The highlight of the Rally was definitely the Final Eliminating test at Zandvoort, held the following day over 10 laps of the circuit, driven in anti-clockwise direction so that those with racing experience there would have no advantage. Run in capacity classes with a Le Mans type start, these developed inevitably into keen races, and British cars excelled by leading in five out of the nine categories. Entrants backed by manufacturers, their cars in good fettle following speedy and extensive servicing on the road section,

showed their superiority at Zandvoort against private entries.

In Groups 1 and 2 (750 c.c. and up to 1,150 c.c.) Jackie Reece was this country's sole representative with his Ford Anglia. A bad start delayed him, but he drove hard and well, and his action in giving way to the eventual leader when hard pressed earned him a special award for sportsmanship in the Rally. In Class 4, H. R. J. Graaf van Zuylen van Nijevelt, who looked a likely Rally winner, had wretched luck when the radiator blind of his Javelin stuck down while he was leading, causing the car to boil. In stopping for an attempt to remedy the trouble he cut his finger to the bone, but carried on. As a result of these misfortunes Ken Wharton's Consul scored a runaway victory, "the Maestro" even lapping another Consul during his 10 rounds. Second was R. D. Barrack (Javelin), who put on a really exciting and polished display. Ralph Sleight's Bristol made an impressively silent run to secure Class 5 (1,600-2,000 c.c.), but easily the most exciting event of the day was the 2- to 3-litre class run, wherein Miss Hazel Dunham, of the famous Luton family of Alvis enthusiasts, stole the men's thunder by her superb driving of Miss C. Sadler's Rover. She came out from nowhere and thrust her way right up to second place until Karel Ton's fleet Citroën relegated her to third; the considerable crowds gathered around Zandvoort's hummocks cheered her performance to the echo, and her placing clinched the Ladies' Prize for the Rover.

Ian Appleyard's Mark VII Jaguar,

OUR GREEN COVER

THIS is the very first issue of **AUTOSPORT** to appear with a cover printed in British racing green. Following our promise to do this immediately after a noteworthy British achievement in the field of International motor sport, we pay tribute to Ken Wharton, his crew and their Ford Consul, for making the best performance in Holland's Tulip Rally. Congratulations are also due to the runners-up, Ian and Pat Appleyard (Jaguar), and to Miss C. Sadler and Miss Dunham, victors with their Rover in the Ladies' Class. Thus the two major long distance events of 1952, the Monte Carlo and Tulip Rallies, have been won by drivers and crews from this country, in British-built cars.

bereft of rear wing valances, scored a runaway victory in the over 3-litre touring class, while Dutchman Van der Lof's special M.G. gained an easy success in the up to 1½-litre sports-car class. The over 1,500 c.c. sports category saw Swiss expert R. Habisreutinger first in a Jaguar; Frank Grounds (Jaguar) lay second for several rounds but eventually had to yield to the Swede, Hemmingsson, in an Aston Martin. Unluckiest man of all was Godfrey Imhof, whose chances with the Allard had looked very bright indeed until the final stage. On the way in to Noordwijk his car was misfiring and he called at a local garage to clean out his carburetter. The mechanic doing the job dropped the various com-



FIRST AND SECOND: Ken Wharton and Ian Appleyard beside the latter's Mark VII Jaguar saloon before the final eliminating tests.



BAD LUCK: A radiator blind stuck in the "down" position at Zandvoort robbed the Dutch driver H. R. J. Graaf van Zuylen van Nijvelt and his Jowett Javelin of a possible win in the Tulip Rally.

ponents all over the floor, a wild scramble ensuing to find the bits and reassemble, so that he could clock in at control on time. Unhappily at Zandvoort next day the dirt was still there—or possibly new dirt was acquired. While endeavouring to cure the trouble in the Paddock, the car caught fire. This was soon extinguished, but the misfiring persisted and Imhof's chances for the Tulip Trophy faded away.

Always a great feature of the Tulip Rally, the celebration party put on in Noordwijk by the organizing club afterwards was terrific; to give some idea of its scale, one need only mention that eight cocktail bars were in use, two huge lounges and five dance halls being necessary to accommodate the revellers, plus a fairground, sideshows and even a barrel organ. Needless to say, tulips were the prevailing motif. Apart from the major awards a prodigious number of plaquettes, silver beakers, cups, crystal vases, chronometers, watches and other souvenir trophies were presented to performers of merit—who seemed to be almost everybody. And that is how it should be—all praise to the R.A.C.-West for their lavish hospitality.

TULIP RALLY RESULTS

General Classification: 1, K. Wharton/"J. West"/C. G. Meisl (Ford Consul), 38 marks; 2, Ian Appleyard/Mrs. P. C. Appleyard (Jaguar Mk. VII), 36; 3, A. J. M. Van der Lof/M. H. Odink (M.G.), 36; 4, H. Kreisel/P. Perk (Renault), 36; 5, K. S. Barendregt/J. A. Van Splunter (Simca), 35; 6, K. Ton/C. W. A. Dusseldorp/H. P. Wignands (Citroën), 34; 7, J. Martens/B. H. Eerligh (Renault), 32; 8, R. H. Sleigh/P. H. Pointer/R. G. Martin (Bristol), 30; 9, L. J. H. Englebert/I. A. Langestraat (Dyna-Panhard), 30; 10, P. A. Andersen/E. Rasmussen (Citroën), 30; 11, R. Habisreutinger/W. Horning (Jaguar), 29; 12, H. Graf von der Muehle/Th. Holzschuh (Porsche), 27; 13, F. P. Grounds/Mrs. L. E. Grounds (Jaguar), 26; 14, J. P. Kokkes/Mevr. A. C. Kokkes-Godijn (Austin), 25; 15, S. T. Han/S. Y. and T. P. Han (Chevrolet), 25; 16, M. P. Voormolen/B. Knippenburg (Ford), 24; 17, M. Nathan/H. Schellhaas (Porsche), 24; 18, N. B. Lauritzen/R. R. Orum (Citroën), 23; 19, B. Nijhof/H. E. Huizinger/S. Tadema (Riley), 22; 20, R. D. Barrack/J. B. G. Campbell/J. N. Lawrence (Jowett), 22.

Class Results

Groups 1 and 2: 1, H. Kreisel (Renault); 2, J. Martens (Renault); 3, L. J. H. Englebert (Dyna-Panhard).

Group 3: 1, K. S. Barendregt (Simca); 2, J. P. Kokkes (Austin); 3, J. A. J. Heidendahl (Peugeot).

Group 4: 1, K. Wharton (Ford); 2, R. D. Barrack (Jowett); 3, S. G. Haskell (Volvo).

Group 5: 1, R. H. Sleigh (Bristol); 2, P. A. Andersen (Citroën); 3, N. B. Lauritzen (Citroën).

Group 6: 1, K. Ton (Citroën); 2, B. Nijhof (Riley); 3, Miss C. Sadler (Rover).

Group 7: 1, Ian Appleyard (Jaguar); 2, S. T. Han (Chevrolet); 3, M. P. Voormolen (Ford).

Group 8: 1, A. J. M. Van der Lof (M.G.); 2, H. Graf von der Muehle (Porsche); 3, M. Nathan (Porsche).

Group 9: 1, R. Habisreutinger (Jaguar); 2, F. P. Grounds (Jaguar); 3, E. J. R. Lestrangle (Jaguar).

Ladies' Prize: 1, Miss C. Sadler/Miss H. N. Dunham/Mrs. M. Blackburn (Rover), 18 marks; 2, Mrs. G. Molander/Mrs. H. Lundberg (Saab), 17; 3, Mme. G. Francois-Sigrand/Mme. L. Renaud (Renault).

Team Prize (Cars): 1, Renault (H. P. M. Jonkers, H. Kreisel, J. Martens), total 85 marks; 2, Porsche (H. Graf von der Muehle, M. Nathan, Th. J. Koks), 66 marks; 3, Simca (W. J. L. P. Gertenbach, J. M. Beekman, K. S. Barendregt), 45 marks; 4, Jowett (M. Gatsonides, J. Scheffer, H. R. J. Graaf van Zuylen van Nijvelt), 43 marks.

Club Team Prize: 1, R.A.C.-West (K. S. Barendregt, H. Kreisel, K. Ton), total 105 marks; 2, London M.C. (J. A. H. Gott, A. G. Imhof, E. I. Appleyard), 73 marks; 3, Automobilclub von Deutschland (H. Graf von der Muehle, W. Löffler, M. Nathan), 59 marks.

COOPER v. J.P.: Jock McBain (Cooper), the eventual winner, jumps into the lead from Comish Hunter (J.P.) and C. Stuart-Jones (Cooper) in Heat 2 of the first race.

bales, and Cliff Stuart-Jones (Cooper) finished runner-up to McBain.

In Heat 3, the crowd were given something to shout about. Alex McGlashan (Cooper) and Pat Prosser (Cooper) duelled from start to finish—both driving at the top of their form. Prosser tried all he knew to take McGlashan, but the last-named always seemed to find that extra bit of speed coming out of the bends, and eventually won by about 7 secs.

Charles Headland (Kieft-Norton) ran away with Heat 4 in the fastest race of the day. Cliff Carter (J.P.) spun at Railway Dip and finished up amongst the trees, whilst the unlucky A. J. Nurse left the course rather abruptly when another car revolved in front of his Cooper. He

ROAD-RACING COMES TO SCOTLAND

Jock McBain and Ninian Sanderson (Coopers) Win at Beveridge Park — Charles Headland (Kieft) Breaks Course Record — Great Crowds Turn Up for R.S.A.C./S.M.R.C. Kirkcaldy Meeting

LAST Saturday's inaugural meeting for Formula 3 cars on the attractive 1½-mile Beveridge Park road-racing circuit at Kirkcaldy, Fife, succeeded far beyond the wildest hopes of the promoters. Vast crowds converged on the circuit, and so great was the press of spectators that long before the programme was under way, all of the 20,000 printed tickets had been sold—and queues still formed up waiting to get in.

The circuit itself is remarkably good, although narrow in places. Judicious widening on the paddock straight, and on the section which runs uphill, would undoubtedly turn this into the perfect miniature Grand Prix course. All the natural hazards are there; fast bends, tricky corners, downhill sections—all contained in a lovely parkland setting, and with provision for spectators in the centre of the circuit.

A representative selection of cars and drivers was obtained, including the redoubtable Charles Headland in his Norton-engined Kieft, and a dozen others from South of the Border. Scotland was well represented, and amongst the better-known drivers were Pat Prosser, Comish Hunter, Jock McBain, Alex McGlashan, and Ninian Sanderson.

As the meeting was largely experimental, several motor-cycle races were included, but the two-wheeler folk scarcely anticipated that cars would prove faster on the circuit they knew so well. In practice, Charlie Headland (Kieft-Norton) lapped in 1 min. 20 secs. (61.9 m.p.h.)—2 secs. faster than the existing motor-cycle record. There was one incident during practice when Notts driver R. E. Paulson inverted Stan Asbury's Cooper and escaped with a shaking. Unfortunately, the gearbox was deranged, and Paulson joined the spectators for the actual meeting.

Commentator John Stenhouse was

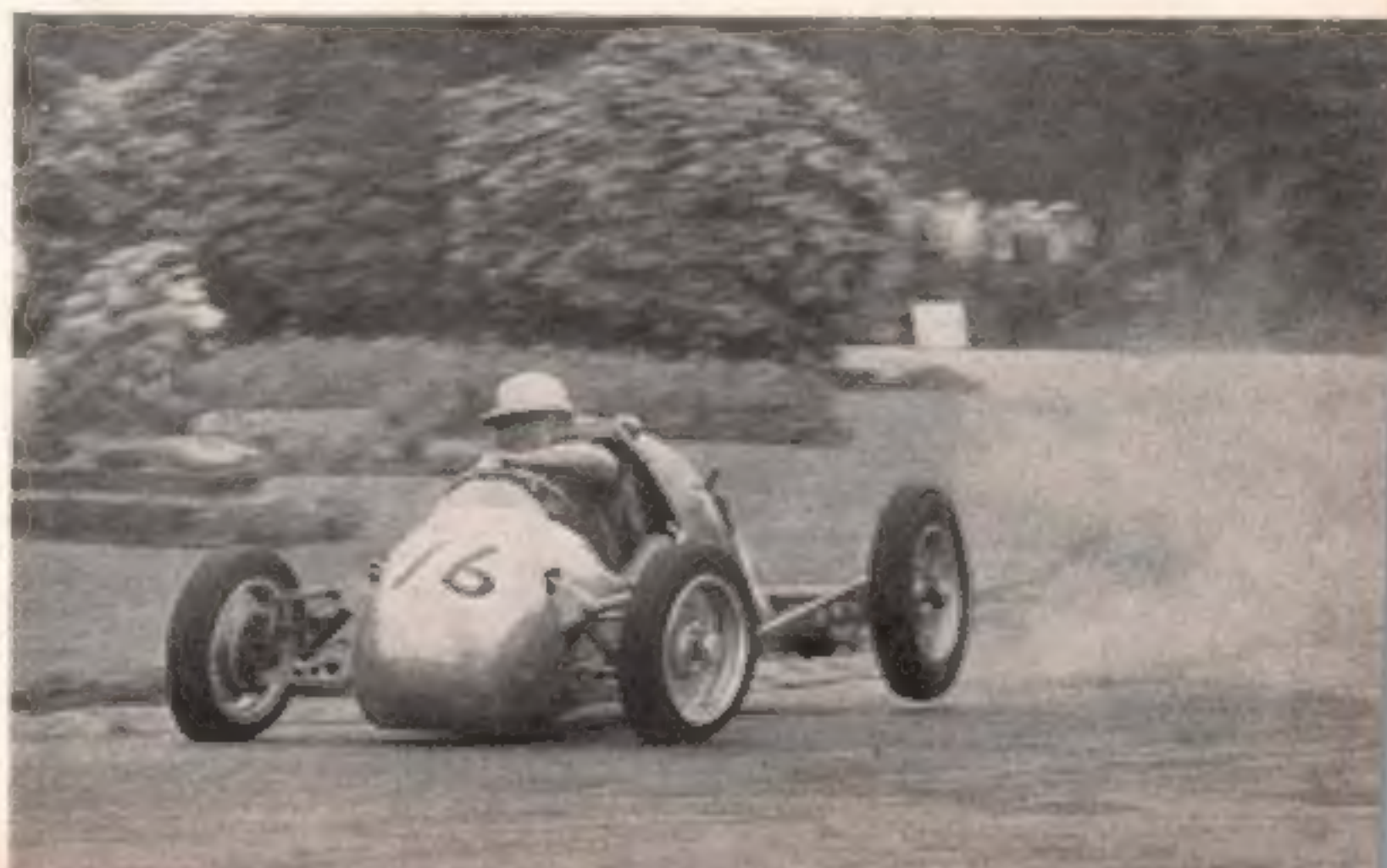
early on the scene, and his informative descriptions of the racing were appreciated by the crowd. Stenhouse has the facility of imparting his enthusiasm to his listeners, and succeeded in making a couple of the duller heats sound far more exciting than they really were. As the R.A.C. had insisted on a maximum of five starters for each heat, and six for the finals, it was hardly surprising that one or two events developed into processions.

When starter Jardine Stuart dropped the St. Andrew's flag for Heat 1, Ninian Sanderson's yellow Mark VI Cooper shot through from the back row, and led from start to finish. It was easy for Sanderson, who won by 38 secs. from J. Higham's J.P. Heat 2 went to Jock McBain (Cooper) after his chief challenger, Comish Hunter (J.P.-Norton) packed up with clutch bothers. F. V. Lambert (Cooper) collected some straw

carried on slowly with very splayed-out front wheels.

The 15-lap final provided something of a sensation. Charles Headland rocketed off at very high speed, closely followed by Ninian Sanderson and Pat Prosser in their J.A.P.-engined Mark VI Coopers. Headland really went motor-racing—but so did Sanderson. The Kieft established a new record of 1 min. 20.8 secs. and Sanderson immediately replied with 1 min. 20.6 secs. to close up to less than a second behind Headland, with Prosser also within striking distance.

Headland, obviously shaken to find the yellow car right on his tail, lapped at 1 min. 20.4 secs., a time that was equalled by the astonishing Sanderson. Next time round—lap 7—Charles established a new circuit record of 1 min. 20.2 secs. On the same lap, Sanderson broke an oil pipe and retired, whilst his team-mate Prosser suffered a seized engine a few



RESULTS

Race 1 (5-lap heats and 15-lap final)

Heat 1: 1, Ninian Sanderson (Cooper J.A.P.), 7 mins. 14.4 secs. (57.0 m.p.h.); 2, J. Higham (J.P.-J.A.P.).

Heat 2: 1, J. McBain (Cooper-J.A.P.), 7 mins. 12 secs. (57.2 m.p.h.); 2, C. Stuart-Jones (Cooper-J.A.P.).

Heat 3: 1, Alex McGlashan (Cooper-J.A.P.), 7 mins. 14.2 secs. (57.05 m.p.h.); 2, Pat Prosser (Cooper-J.A.P.).

Heat 4: 1, Charles Headland (Kieft-Norton), 6 mins. 59.8 secs. (58.9 m.p.h.); 2, David Swan (Cooper-J.A.P.).

Final: 1, Jock McBain (Cooper-J.A.P.), 21 mins. 15.4 secs. (58.4 m.p.h.); 2, Alex McGlashan (Cooper-J.A.P.), 21 mins. 20.6 secs.; 3, David Swan (Cooper-J.A.P.).

Fastest Lap: Charles Headland (Kieft-Norton), 1 min. 20.2 secs. (61.72 m.p.h.), Course Record.

Race 2 (5-lap heats and 15-lap final)

Heat 1: 1, Alex McGlashan (Cooper-J.A.P.), 7 mins. 11.8 secs. (57.25 m.p.h.); 2, Comish Hunter (J.P.-Norton).

Heat 2: 1, Bob Dickson (J.P.-J.A.P.), 7 mins. 21.8 secs. (56.2 m.p.h.); 2, A. J. Nurse (Cooper-J.A.P.).

Heat 3: 1, Ninian Sanderson (Cooper-J.A.P.), 7 mins. 14 secs. (57.2 m.p.h.); 2, J. D. Sellers (Cooper-J.A.P.).

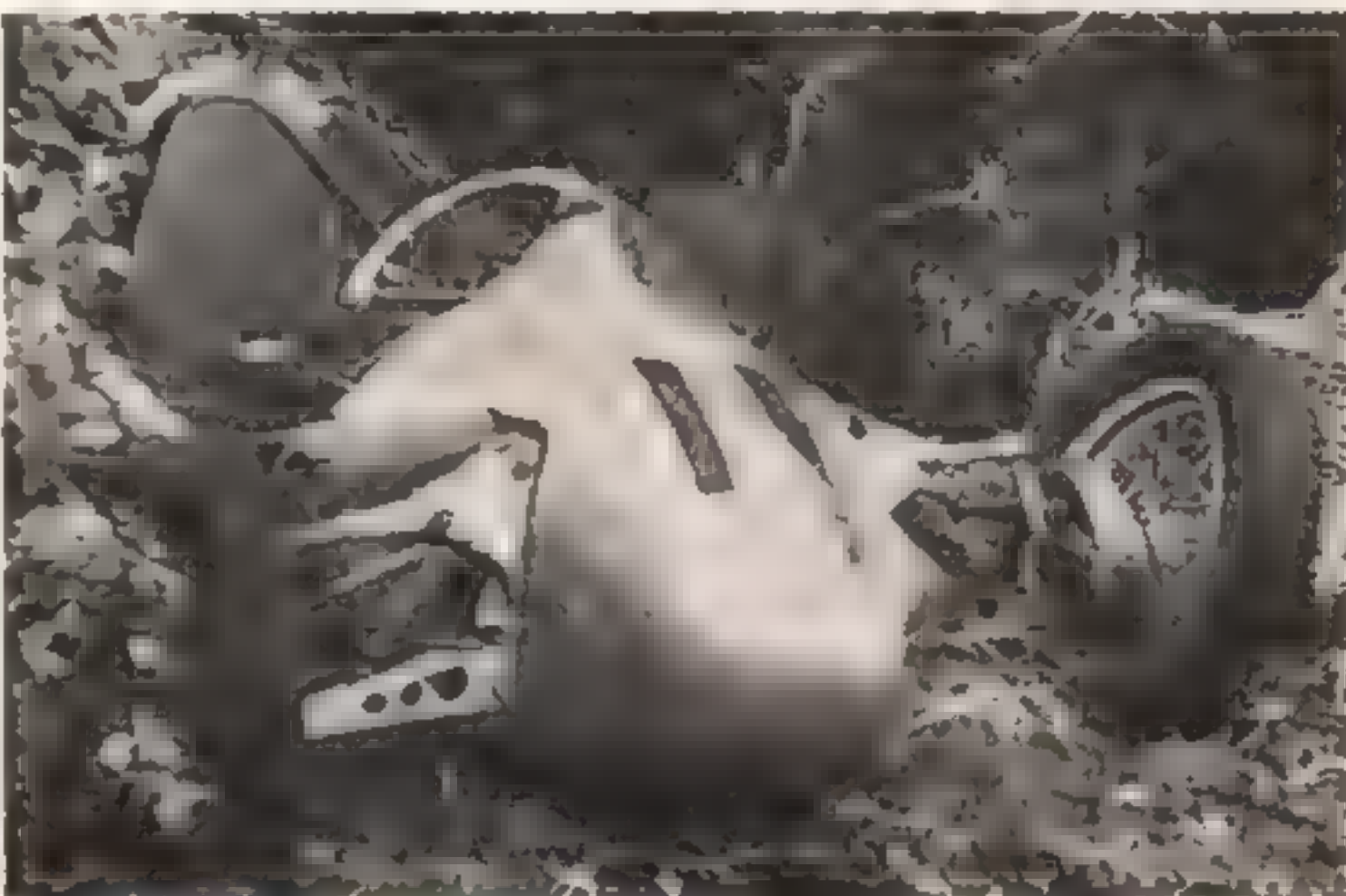
Final: 1, Ninian Sanderson (Cooper-J.A.P.), 21 mins. 7.6 secs. (58.5 m.p.h.); 2, Alex McGlashan (Cooper-J.A.P.), 21 mins. 17 secs.; 3, Comish Hunter (J.P.-Norton).

Fastest Lap: Sanderson, 1 min. 23 secs. (60.15 m.p.h.)

seconds afterwards. This left Headland with a tremendous lead over McBain, McGlashan and Swan, who were all circulating steadily in their Coopers.

However the race was anything but won. Five laps from the end, Headland's engine spluttered and stopped altogether—a plug terminal had snapped off. The race did not lose interest, for McGlashan strained every effort to catch McBain; but the Borders man wasn't giving anything away, and he brought his ex-Alan Rippon car home nearly 5 secs. ahead of McGlashan in the old Hunter car.

Heat 1 of the second race featured a fierce duel between McGlashan and Comish Hunter, with the Cooper winning from the J.P. by less than a second. In Heat 2, disaster nearly overtook Headland on his first lap. With a big lead already established, Charles's brake-pedal snapped off coming down to Raith Corner, whilst travelling at over 90 m.p.h. The Kieft hit the straw bales, somersaulted, threw Headland and then finished up on top of its driver. Everyone was relieved to learn that the popular Warwickshire man had escaped with a few bruises, although his car was



HEADLAND'S HEADER: Bill Henderson's camera took these pictures of Charlie Headland's spectacular crash. (Left) The Kieft approaches Raith Corner at an impossible speed—the brakes having failed. (Top) After leaping the straw bales, the car somersaults over 20 yards of grass and large into the trees, throwing out the driver. (Centre) The Kieft eventually finishes up on top of Headland. (Right) The wrecked car after the crash. Headland escaped with a few bruises.



DUEL: (Above) Charlie Headland (Kieft-Norton) and Ninian Sanderson (Cooper-J.A.P.) at Snake Bend, during their exciting battle in the final of the first race

OLD v. NEW. (Right) Alex McGlashan, in Comish Hunter's 1950 Cooper-J.A.P., leads its former owner and his J.P.-Norton into Raith Corner, during the final of Race Two.

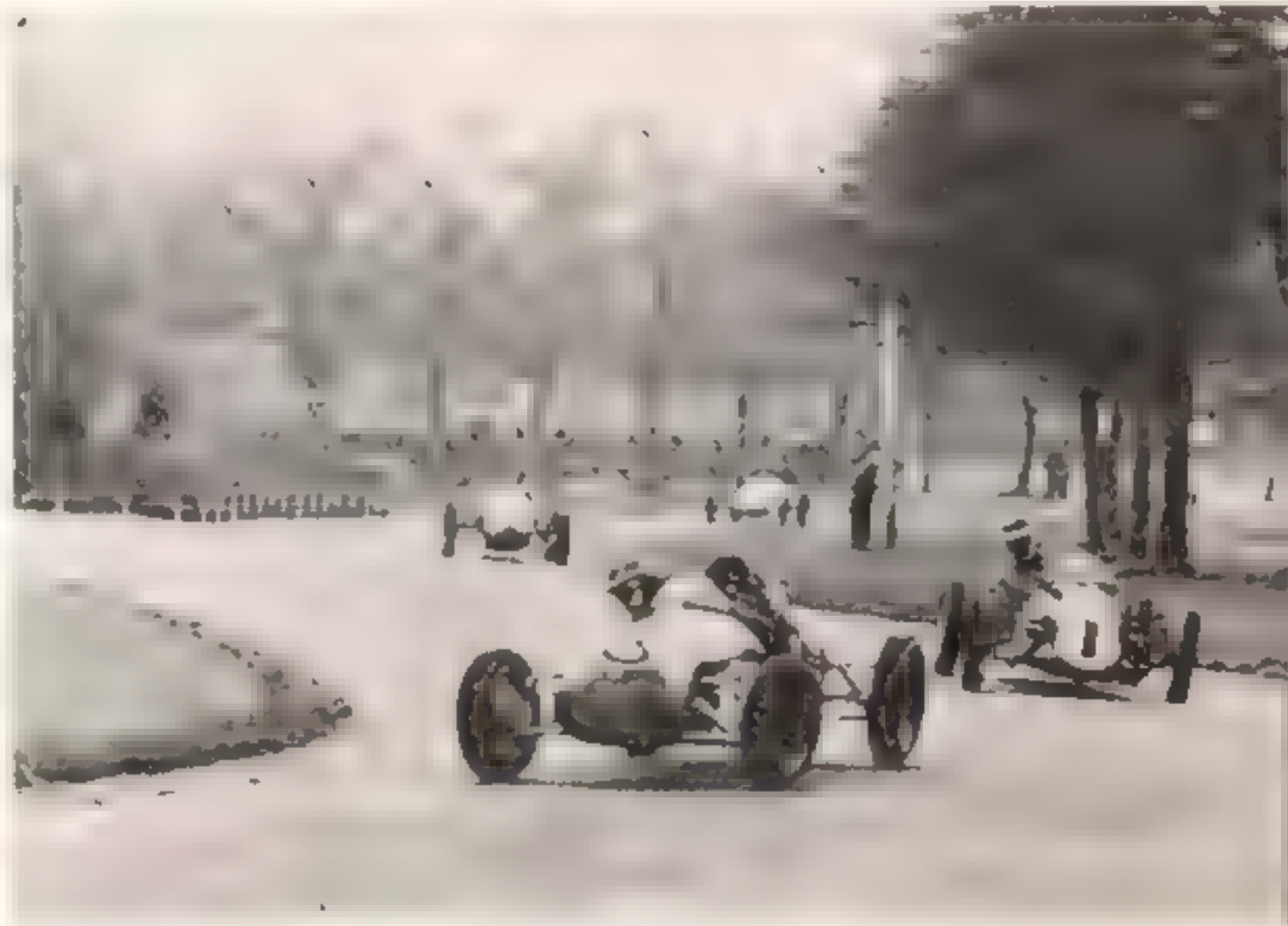
Road Racing Comes to Scotland—cont'd almost completely wrecked. The heat was eventually won by Bob Dickson and his red J.P. The third heat proved to be another runaway win for Ninian Sanderson, who had changed to another J.A.P. motor between races.

The final brought out Sanderson, McGlashan, Dickson, Nurse, Sellers, and Hunter, with the last-named on the front row (positions were balloted). Sanderson made a tremendous effort to come through from the third row, but into the first bend it was Hunter, McGlashan, and Sanderson. However, McGlashan and Sanderson both passed Hunter and came into the home straight neck and neck. Alex drew well into the right-hand side of the narrow road, almost taking to the grass in order to allow Ninian to sweep past. Hunter closed up on McGlashan, and these two duelled behind Sanderson who increased his lead every lap. Hunter made a desperate effort to overtake the black Cooper, spun round and lost several places before re-starting.

Sanderson was never challenged after that. Driving impeccably, the Glasgow boy never looked like making a mistake. The unfortunate Nurse went exploring, and lost much time regaining the course. Hunter never gave up trying, and pressed Sellers (Cooper) so hard that the last-named took to the straw bales at the Snake, leaving the J.P. to come home third behind McGlashan.

Altogether a grand day's racing. Arthur Clarkson, John Miller, E. B. Gange and the other people responsible for introducing real road-racing to Scotland must feel more than satisfied with the results of their labours. The far-seeing Kirkcaldy "Toon Council" is also to be congratulated, and a little bird whispers that Provost Young and his men are not disinterested in adding that "wee bit extra" width to the road, to make it suitable for even bigger cars!

The Lady Provost, Miss Young, presented the awards, and the Provost him-



self was persuaded to say a few words. In passing, mention must be made of the Kirkcaldy and D.M.C. It was entirely due to the enthusiasm of the motor-cycle boys, that the original cinder-track round the park was converted to a true "tarmac" road-racing surface.

750 M.C. MEETING

ON Monday, 5th May, the 750 Club will hold a meeting at Abbey Hotel, North Circular Road, Stonebridge Park at 7.30 p.m. for 8.30 p.m. Mr. W. P. Roundtree, of the Technical Department of Shell-Mex and B.P. Ltd., will give a talk on "Racing Fuels".

FALCON NIGHT TRIAL

THE Night Navigation Trial of the Falcon Motor Club, which took place on 26th/27th April, was divided into two separate parts. On the first of these, competitors, having had all maps removed from their cars, had to navigate by a route card, maintaining a set

average speed over the course, which included two secret checks.

At the end of this they were issued with an appropriate map and a list of map references. The trial from then on involved navigation by grid references, with clues to assist in identification of the actual check points. There were 18 of these, spread over a distance of about 100 miles in Hertfordshire and Essex.

Competitors also had to carry out a special test, which involved turning a corner with the car and travelling, as near as possible, 25 yards, while the driver and navigator were blindfolded. For this test they had the benefit of a marshal on board to tell them when they were about to run on to ploughed fields! This produced some amusing results, almost everybody travelling too far

The provisional results, which were worked out while the competitors were enjoying a well-earned breakfast, showed Peter Elbra to have taken the Premier Award, with a Souvenir Award to his navigator, N. K. Harris. Their total loss of marks was the surprisingly low one of 47.

Runners-up were V. Fortin (117 marks lost), J. Tucker-Peake (139 marks lost) and E. Dives with a loss of 170 marks.

A.C.O.C. "RALLY ROUND"

Results

Best Performance: J. R. Kenyon (A.C.), total time estimate, 15 mins. 45½ secs.; 2, A. Gwesyn-Price (A.C.), 16 mins. 44 secs.; 3, W. M. B. Smith (Riley), 19 mins. 21 secs.

2nd Class Awards: M. J. Mitchell (A.C.), 19 mins. 30 secs.; G. A. Seaton (Lagonda), 19 mins. 37 secs.; J. G. Smithson (Fiat), 20 mins. 13½ secs.

(Total number of finishers, 27. Retirements, 3.)

CLUB SNETTERTON

A PROGRAMME of seven races for Club members with sports-cars was run off at Snetterton last Saturday, 26th April, by the Eastern Counties' M.C. A notable feature of a successful meeting was the "Delayed Start" event, divided into two five-lap races, in which drivers stood on the opposite side of the track, Le Mans style, then, on the signal, ran to their cars, put in two gallons of fuel from cans, removed a wheel, ran round the car with the wheel before replacing it, then completed five laps of the course. The wheel nuts on S. J. Boshier's Jaguar with five-stud fixing gave trouble which cost him much time, while R. Rayner in the Ford engined Rayner Special overturned at a bend; the car was righted and the driver, still seated, courageously continued to the pits. Results were as follows:—

Event 1, 3-lap Scratch race, up to 1,100 c.c.: 1, D. R. Moore (947 M.G.), 7 mins. 58 secs.; 2, K. D. Laverton (1,100 Buckler); 3, P. W. Strawson (947 Singer).

Event 2, 3-lap Scratch race, 1,101-1,500 c.c.: 1, W. A. Scott-Brown (1,380 M.G.), 7 mins. 38 secs. (63.5 m.p.h.); 2, L. J. Coe (1,496 Riley); 3, P. W. Strawson 1947 Singer.

Event 3, 3-lap Scratch race, 1,501-2,500 c.c.: 1, R. E. Pattenden (1,960 H.W.-Alta), 6 mins. 58.5 secs. (70.00 m.p.h.); 2, H. Kemp-Place (2,443 Healey); 3, B. Wyatt (1,971 Bristol).

Event 4, 3-lap scratch race, over 2,500 c.c.: 1, S. J. Boshier (3,442 Jaguar), 6 mins. 47 secs.; 2, J. H. Sarginson (3,442 Jaguar); 3, H. Kemp-Place (2,443 Healey).

Event 5, 3-lap handicap race, up to 1,500 c.c.: 1, R. R. Rayner (1,172 Rayner Spl.)—7 secs.; 7 mins. 59 secs.; 2, W. A. Scott-Brown (1,380 M.G.)—20 secs.; 3, K. D. Laverton (1,040 Fiat), 0 secs.

Event 6, 3-lap, handicap, over 1,500 c.c.: 1, S. J. Boshier (3,442 Jaguar)—50 secs.; 7 mins. 45 secs.; 2, R. E. Pattenden (1,960 H.W.-Alta)—35 secs.; 3, H. Kemp-Place (2,443 Healey)—40 secs.

Event 7, 5-lap "Delayed Start" race, up to 1,500 c.c.: 1, P. W. Strawson (947 Singer), 15 mins. 36 secs.; 2, K. D. Laverton (1,040 Fiat).

Over 1,500 c.c.: 1, H. J. Wilmshurst (Bentley), 13 mins. 48 secs.; 2, R. E. Pattenden (1,960 H.W.-Alta); 3, P. Woodley (4,398 Bentley).

TWIN WATER SPRINTS

THE Berkhamsted Club's own speed trials, the first for this year, take place at Twin Water on Whit Monday. This meeting should give interest out of the usual as, not only will the club's two-wheelers be performing, but the Morgan Three-Wheeler Club are sending entries and there is a class for Veterans, in addition to usual racing and sports vehicles.

Full particulars, entry forms, etc., can be obtained from the Secretary of the Meeting, R. Capper, Five Steps, Frog-hall Lane, Walkern, Stevenage, Herts.



THROUGH THE S-BEND R. E. Pattenden (H.W.-Alta) leads Harry Kemp-Place (Healey) in the third race



DETACHABLE GREENHOUSE: Extension improvised by A. T. Brook to improve streamlining on his Morris Six saloon. It was said this gained him a useful 2 m.p.h.



LOSS AND GAIN: S. J. Boshier's XK 120 Jaguar delayed on the line with wheel nut trouble while B. Wyatt (2.3-litre Bugatti) and R. E. Pattenden (H.W.-Alta), both with knock-off hubs, speed by on their second lap

WELSH WEEK-END

Charlesworth and Hale Win
Premier Awards in Midland
M.G. Car Club Rally

THE Midland Centre of the M.G. Car Club held the third of its annual Welsh Rallies during Saturday and Sunday, 19th and 20th April, starting from Roebuck Lane, West Bromwich, and finishing at Criccieth, in Caernarvonshire. A closed event with the entry limited to 50 members, it was heavily over-subscribed; the reason for this popularity was quickly apparent as the perfection of its organization revealed itself. Indeed, it would be hard to find a more agreeable event, with a well-chosen, interesting and scenically beautiful route, an explicit road book, that absence of fuss which betokens experienced planning, and a holiday atmosphere from beginning to end.

Forty-seven cars—28 of them M.G.s—came under starter's orders in the sunshine of Saturday morning, and at intervals of two minutes set off on their 199-mile journey. The industrial surroundings of Wolverhampton soon yielded to the rural charm of Shropshire as competitors headed westwards through Bridgnorth and across to Church Stretton, thus far on good fast roads though sometimes a trifle narrow. Miss P. A. Trow had sad experience of the latter feature when, finding more than half of a lane already in use, she had to take to the hedge, retiring with a foot or so of "toe-out" on the front wheels of her M.G.

In Church Stretton, with three miles to go to the first control, drivers were mildly apprehensive when their navigators directed them past a notice "Hill road unsuitable for heavy motor vehicles": and somewhat shaken when the sign was shortly repeated without



AWARD WINNERS G. K. Hale (1½ litre M.G. saloon), winner of the Allen Trophy, and J. A. Charlesworth (TD M.G.) who won the Bryant Trophy, outside the Rally H.Q. at Criccieth

the word "heavy". Narrow, bumpy and winding, this stretch offered no opportunity of regaining lost time, and 10 cars incurred penalty marks for lateness, while several others, including A. Joseph's Triumph which arrived impressively at the head of a vast trail of dust, only just made it.

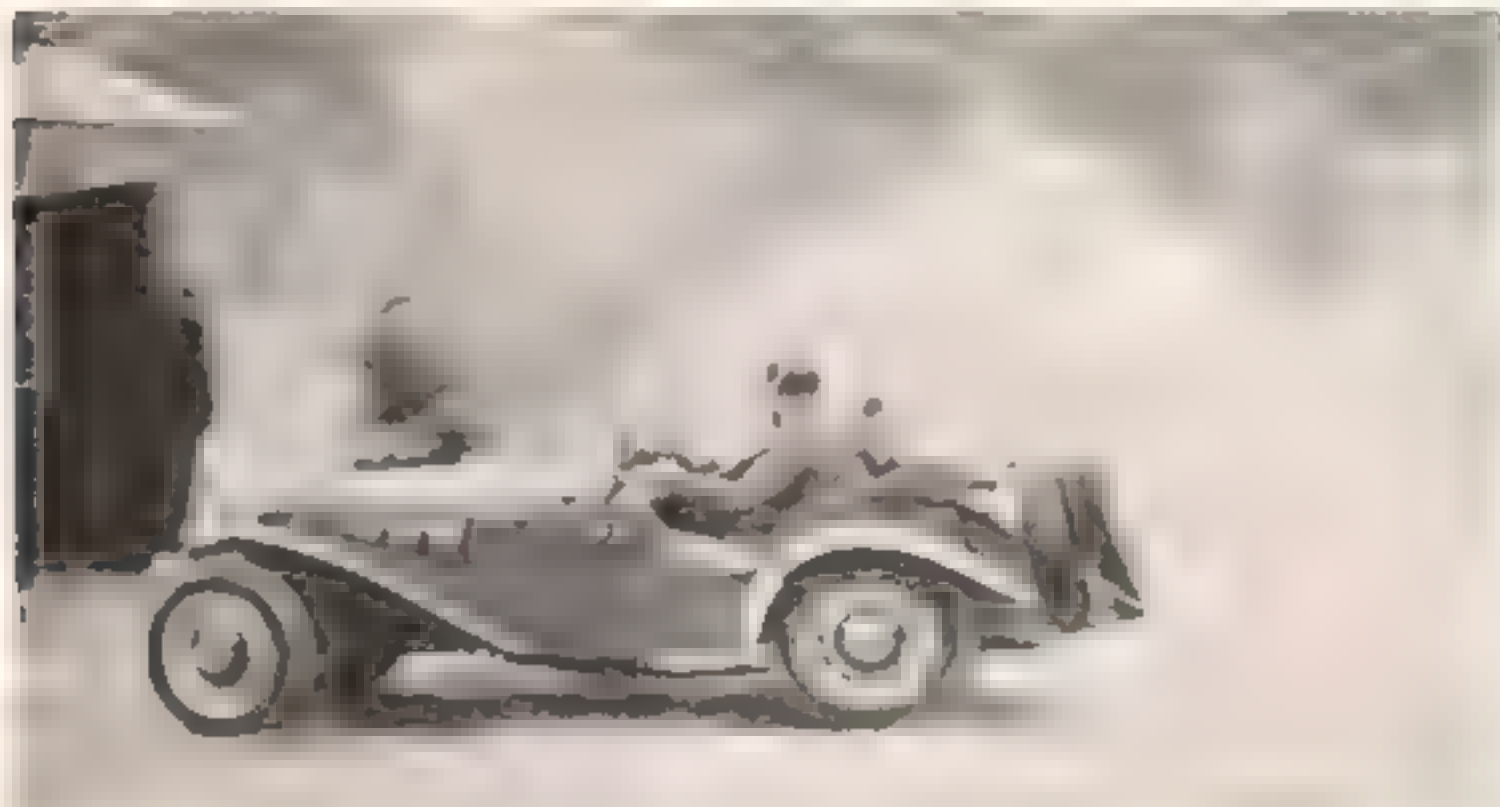
The next few miles contained a cross-road or two on which the route book was silent, though it could be deduced that they should be ignored. Quite a few turned off into uncharted lanes but somehow found Lydham and sped on through Church Stoke to Newtown and up the main road to Llanbrynmair, where a right turn took them in five miles to a check point. Just beyond it, a bridge was closed for repair, and competitors were directed up a farm track, past the farm house, through a short trials section and along a rough and narrow lane to rejoin the road later. Even my Allard had its moments here: the rear spring being a little tired, the back end grounded and a wheel-skirt, fashionably loose, detached itself sur-

reputously. A little further on, we were pulled up by a fallen boulder which narrowed the lane by just an inch too much, and there was an interval for weight-lifting. My wife seemed to find these exploits funny, but male ascendency was restored when her usual navigational imperturbability vanished in the face of attempting to pronounce the next place name—Llanrhaadr-ym-Mochnant. It was near here that Charlie Emberton, who won the Open Car Class last year, had the misfortune to be struck by a learner on a motor-bicycle and was obliged to retire.

And so on to Llanarmon-Dyffryn-Ceirrog (Margaret thoroughly seized up by now), shortly beyond which, on the British Quarry Company's land, two driving tests were staged. The first of these looked simple enough on paper—forward from line A to stop astride line C, reverse astride line B, finish astride line A—but the configuration of the ground (uphill from A and consequently downhill back to it), and the soft white dust which covered the area, made it somewhat different in reality. K. A. Sefton took his M.G. through, fastest of the open cars, in 36.2 secs., with Alan Seccombe's 1½-litre saloon only a fifth slower. D. J. Sidebotham's TA returned 36.8, while H. B. Stutchbury and A. J. Brown, each driving a TC, tied for fourth place with 37.2 secs. Test 2 was a wobble-wobble with a stop astride a line on an oblique angle, reverse behind it and forward to finish astride the starting line. A. B. Hibbert (Jupiter) swung neatly with the aid of his hand-brake, but outstandingly quickest was Bobby Charlesworth's TD in 26.4 secs., with G. K. Hale's 1½ saloon and J. Beasley's open two-seater M.G. next in 27 seconds dead. E. B. Fowler took his Morris Minor tourer round, running closed, in 28 secs. for fourth best time. Fifteen cars were penalized for failing to stop astride a line, or just failing to stop.

The route continued through Llangollen, Corwen, Cerrig Druidion and Pentre Foeslas to Penmachno. The sky had clouded over and there was an occasional light shower of rain. We had been struck by the interest which the

(Continued on page 558)



DUST STORM—Two driving tests were held during the Rally on the British Quarry Company's land, where the evolutions of competitors stirred up clouds of soft white dust. Car here is Miss Wendy Price's Dellow in the second test

NANCY MITCHELL (H.R.G.) BEST ALL-ROUNDER

Small but Varied Entry Contests This Year's Versatility Trial

THE Hants and Berks M.C.'s second annual Versatility Trial, run in conjunction with the Bristol M.C. and L.C.C., took place on Saturday, 26th April, in fair and sunny weather. The organizing and invited clubs—Cheltenham, 750, London, Sunbac, Vintage and West Hants and Dorset Clubs—provided 27 starters out of an entry of 29, rather a disappointingly small number (due, no doubt, to the many other items in the Calendar) for this ingenious and well-run event. Open to sports and touring-cars, with a ban on blown engines over 2-litres, the trial is designed to let the ordinary vehicle compete on reasonably equal terms with the "special", with possibilities of 60 marks allotted for coachwork amenities, 120 for the best time over three laps of Castle Combe circuit, and 120 for performance on a trials course, this and the speed test being taken on the same tyre pressures.

What the entry lacked in numbers it made up in variety, ranging from blown Dells and a Buckler to standard Riley, Ford and Sunbeam-Talbot saloons. Three judges of amenities, working independently, assessed their marks while scrutineering was carried out, and, when their conclusions were collated, it was found that, as might be expected, the closed cars headed the list. First was G. Gelberg's 2½-litre Riley, followed by S. B. Southcombe's Sunbeam-Talbot, J. R. Minett-Smith's Ford Pilot, in beautiful condition for all that he uses it regularly on his farm, G. C. Langdon's Sunbeam-Talbot, R. W. Edwards's 1½-litre Riley and E. P. Geary's Railton. J. Appleton (W.H. and D.) had entered a Bradford Utility under the designation of "Jowett 1,005 c.c.", thus reversing the usual crack which describes the Jupiter as a Sports Bradford, and this was placed 10th in the amenities marking, immediately ahead of the best open car, H. C. Bradford's TD M.G. The true Trials Specials were mostly well down the list.

Then, after some practice lappery, came the timed test, from a standing start to a flying finish over three laps of the circuit, augmented by the introduction of two chicanes. The first of these provided a few exciting moments. A W. Gubby's blown yellow Dellow hit a straw bale, Gelberg's Riley motored off the track but returned, and G. Pettit's 2½-litre Jaguar engined Bugatti flavoured Pettit Spl went through backwards. Langdon pressed on vigorously in the Sunbeam-Talbot and was very fast through the chicanes, as also was Nancy Mitchell's Hurg, while the Bradford went through absolutely on the limit, just remaining upright. Edwards's 1½-litre Riley had an even scrap with the Pilot, Bradford's TD went quickly, despite a positive "Anvil Chorus" from ruined big ends, but Chandler (Ford 10-engined Chandler Spl.) was handicapped by shedding a supercharger pulley on his first lap. Derek Buckler, very steady and apparently with speed in hand, returned the best aggregate time of 5 mins. 39.4 secs. for the three laps with the blown Buckler. Next were Nancy Mitchell in 5 mins. 49.6 secs., W. A. Cleave's Morris Spl. in 5 mins. 57.3 secs., G. T. William-



ADEPT: Versatility Trial winner Mrs. Nancy Mitchell takes her H.R.G. around the end pylon in the special test at Castle Combe.

son's H.R.G. 0.1 sec. slower. Dr. H. Mayne (who won the event last year) with his outwardly similar but slightly larger Fanfold in 5 mins. 57.8 secs., and R. W. Brown's TA M.G. in 5 mins. 58.4 secs. The rest of the field each exceeded 6 minutes.

As a tie-settler, a special test was then held—a loose and fast wiggle-wobble over some 100 yards of the track, turn at the end and return through it to finish by reversing into a bay. M. Ness was outstandingly quickest with his Anglia in 33.8 secs., Dr. Mayne and Buckler tying second with 35.4. The most spectacular was Appleton with the Bradford, so fast on the wiggle-wobble that a rear wheel lifted each time he changed direction, and only he and Derek Buckler placed themselves to best advantage for the final reversing; but the Bradford's time was 37 secs. The Railton was also impressive, tacking and heeling like a yacht, as did Gelberg's Riley. In the last run of all, Chandler went through fast in his rather high Special and, turning round to come back, the car heaved over, hesitated, fell on its side and rolled over upside down. Fortunately, the spare wheel was mounted high and held the car up, neither its occupants nor the vehicle itself sustaining any injuries.

After a brief break for refreshment, the entry gathered at the White Hart in Castle Combe village and proceeded to the trials sections. The first was named Joe's Hope, after Joe Lowrey who devised the event and was Clerk of this part of the Course. Turning left up a steep grassy slope, the section weaved right and left, continuing in a long pull up, still on grass. Nancy Mitchell failed on the very top, as did Ness, bouncing. Ashley Cleave was the first to score full marks, and then Gubby's Dellow, the Pettit Spl. and Chandler, unperturbed by his shaking. Williams and Buckler just failed on the brink, but the rest all got bogged down with wheelspin at the very foot. Nettleton, nearby, was a long, precipi-

tous, grass-covered incline, and for some time it seemed that no one would surmount it. Nancy made another striking run, to score nine of out a possible 12. Mayne did likewise, and Cleave got close to the top to gain 11 points. The blown Dells came into their own, those of Gubby and A. E. Marsh scoring 10, as did Pettit and Buckler. But it was left to the very expert Chandler to make the one perfect climb—and perfect it was indeed—to gain full marks.

Next came Broadmead Ford, which began with the passage of a stream and continued up a rough lane, steep but quite hard. Only five competitors were penalized here, chiefly those who drowned their engines in the water, and even my Ford Prefect made it, albeit with some trepidation on the driver's part. The route then lay over metalled roads to a point about six miles east of Chippenham, passing through Badminton *en route*: the little convoy in which I travelled twice rounded corners to encounter further special tests, finding the roads blocked by cattle, but the brakes all worked. M. R. Lovell's Austin 7 retired *en route*. So to Catcomb, where a sickle-shaped run had been marked out with tapes on the angle of a grass-covered slope. The final sharp right-hand bend claimed several victims, only Marsh, Pettit, Buckler and Chandler climbing clean.

Bradford's TD after its brave struggle, seized up on the way to Green Dean, a long steep climb on downland where 12 got up and 13 incurred penalties. Langdon's Sunbeam-Talbot, Minett-Smith's Pilot and Gelberg's Riley showed what the saloons could do, while the H.R.G.s, the Fanfolds, Cleave's Morris, the Dells, the Pettit, the Buckler and the Chandler stormed up. Another of last year's sections, Lime Climb, a track with an awkward rut into which a barrier forced competitors, penalized only eight, but would have been trickier if wet. Finally, Shortcut, a steep track across the

angle of a hairpin on the edge of the Savernake Forest involving a restart on grass and dried mud, claimed 11 failures, all of whom acquired wheelspin and stayed put, the successful including E. J. Laker's Riley Imp, H. W. F. Hamblin's Prefect, Appleton's Bradford, Southcombe's Sunbeam-Talbot and most of the trials cars.

At the Castle and Ball Hotel in Marlborough, while tea was served, the results were worked out. The only clean sheet on the seven observed sections was that of E. J. Chandler, with the Pettit Spl a mere two marks behind, Ashley Cleave next and Gubby's Dellow fourth. The marks for the three portions of the contest were totalled and the provisional results announced, giving Mrs. Nancy Mitchell as a popular and deserving winner with her well-known H.R.G., having been second at Castle Combe, 12th in the amenities contest and fifth equal in the trials sections—a truly versatile performance, indeed. B.I.

PROVISIONAL RESULTS

Burkett Trophy and Special Award for Best Performance in the event and in Class 2: Mrs. Nancy Mitchell (H.R.G.), Hants and Berks, 278 marks gained

Best in Class 1 (up to 1-litre unblown): M. Ness (Ford Anglia), H. and B., 232 marks gained

Best in Class 3 (over 2-litres unblown, or 1-2-litres blown): C. D. F. Buckler (Buckley S), H. and B., 262 marks gained

First Class Awards:

Class 1: C. S. Neame (PA M.G.), Cheltenham M.C., 213 marks gained

Class 2: W. A. Cleave (Morris), Bristol M.C. and L.C.C., 276 marks gained; Dr. H. Mayne (Famfold), Bristol M.C. and L.C.C., 265 marks gained

Class 3: A. W. Gubby (Dellow S), London M.C., 262 marks gained; G. Pettit (Pettit Spl), London M.C., 261 marks gained



ROLL ME OVER: E. J. Chandler and passenger in the act of rolling over during the Castle Combe special test. The same crew and car later made best performance on the trials section!

Welsh Week-End

—continued from page 556

populace was displaying in the rally, and had even remarked that a route book was virtually unnecessary, since each doubtful turning had its crowd of spectators enthusiastically indicating the direction to follow. Some two miles out of Penmachno, we were proceeding along a track when a group of children ensconced on a wall waved us unanimously to our left: so left we went, followed by a string of competitors. In a little the surface deteriorated and we rounded a bend to find the track blocked by several cars well bogged down. Much shoving in the mud got them clear and, having let down my over-inflated rear tyres, we too got through, eventually rejoining the main road. The scenery in the midst of the mountains was magnificent: the road, marked by large concrete slabs, swept down in a series of bends: and on one of these we found the Jupiter, its front end stove in, hitching on behind a breakdown wagon, having cornered less sharply than the road. It was near here that J. M.

Henn's Dellow suffered a blown gasket

The route continued through Ffestiniog and Portmadoc to the finish at Crickieth, where the third driving test was taken on the sea front immediately after signing in. This entailed much to-and-fro movement and favoured the open cars, D. S. Beere's TC obliging with the best time of 54.4. H. M. Denton's two-seater clocked 56 secs., a mere fifth ahead of Charlesworth, while Hale was best of the closed brigade with 58.8, followed by H. S. Shepherd's Citroën in 59.4.

At rally headquarters, the Lion Hotel we learned that the route book was, after all, a desirable accessory, for the use of it would have led us to ignore the children and continue for a further three miles before turning left, thereby enabling us to find the second check point, which, in common with the majority of the open cars, we had missed. However, it was later announced that, in view of misdirection by unauthorized persons (the little brats), no penalty would be enforced for failure to report at this check. This was fair enough, as

most of those who had strayed were penalized on time, 24 cars being late at the final control. Among these was the unlucky Harry Wareham, whose Lagonda Rapier had earlier lost time when it chanced to disturb a bicycle parked by the roadside. Shortly before Crickieth, in a small town whose name escapes me, a promotion-seeking constable was stopping practically every car with rally plates: having no evidence that the speed limit had been violated, and on the strength of having the cars under observation for less than 100 yards, he was doling out charges of careless driving. Harry's particulars were taken so slowly and in such detail that he was over an hour late at the final control, and thus was excluded as outside the time limit. The police are usually so helpful on rallies that this example of misplaced zeal left a nasty taste in the mouth: soon to be replaced, fortunately, by that of one's favourite beverage, as a prelude to dinner at the Lion and an informal dance at the Marine Hotel. In the course of this, Councillor Dr. Lewis Jones, chairman of the Crickieth Council, welcomed the Rally, inviting it back next year.

The scores at the end of the first day, including penalty marks for damage not declared at the start, showed Bobby Charlesworth to have a comfortable lead in the open car class with 42 marks lost, his nearest rival being D. S. Beere (76), with Wendy Price's Dellow third with 98. In the closed car class, G. K. Hale was easily best with 17 marks—incurred on Test 1, with a clean sheet throughout the rest of the event—E. B. Fowler next with 44 and P. D. Fullwood's Hillman third with 52.

Sunday morning was cloudy and rather cold, but vigorous polishing quickly warmed competitors and crews as they prepared for the *Concours d'Elegance*. This was not a separate event, but part of the Rally, thus restoring the balance between the Specials and the ordinary cars. Thirty-eight cars were still in the event and they made a brave showing, lined up, glittering on the sea front. While judging was in progress, Lady Megan Lloyd George made a brief visit. And then back to the Lion for lunch, while the results staff snapped into action, the wheels of the electric duplicator began to turn, and full, detailed results sheets were distributed with the soup. The individual marks of the leaders in the *Concours* were: Open cars—D. S. Beere's cream TC, 1 mark lost; R. Tarts TC, 2; the M.G.s of G. T. E. Cheney and D. H. Greenhill 4 and 6 respectively; and—who said the specials would fare badly in this?—Miss Price's beautiful Dellow next with 7 marks. The Closed cars were headed by P. D. Fullwood's perfectly kept Hillman (1 mark), followed by A. J. Brown with 2, H. B. Bryant's Morris Minor saloon with 6, G. J. Wales's Austin Somerset and G. K. Hale's M.G. 1½ saloon with 7 each.

It was at once apparent that Charlesworth, losing 10 marks in the *Concours*, retained his lead among the open cars, winning the Bryant Trophy with 52 marks lost, and that G. K. Hale had kept his in the closed class with a total of 24, to take the corresponding Allen Trophy. The navigators' awards went to J. R. Harrison and J. T. K. Line. Full detailed results were posted during the afternoon to all 300 members.

BARCLAY INGLIS

SCOTCH CORNER

By "AENEAS"

KIRKCALDY COMMENTS—S. OF S. C.C. FLOURISHING—MY GOODNESS, MY GUINNESS!—TURNBERRY AND CRIMOND PROSPECTS

THE sun was kind to the joint venture of the Scottish Motor Racing Club and the Royal Scottish Automobile Club and I doubt if one could find a more pleasant place than Kirkcaldy's Beveridge Park for holding a half-litre meeting. If the track was only about eight feet wider and the cambering received attention this park would be the kind of venue that one dreams about. Organization was a trifle off the beam in parts, particularly in getting information to John Stenhouse who was doing the commentating. All the more commendable therefore is the fact that John seldom allowed his comments to lag.

COMISH HUNTER was highly delighted with the surrounding parkland, complete with its flower beds and miniature boating lake. He voiced dire threats as to what he would do to English competitors who went off the track to the detriment of the scenery. And was his face red? During practice Comish went off said track to end up very cosily in the middle of a flower bed.

IAN STEWART was around the park trying to coax someone to let him have a go in a half-litre job, but he found no takers. A pity. It would be interesting to see Stewart matched against Ninian Sanderson in a Cooper.

THERE was some disappointment that Ken Carter's vehicle did not arrive at Beveridge Park, but the disappointment was not only among the members. Ken was really anxious to sample and report on the new circuit to his fellow members of the Half-Litre Club. A pity, too, that Ecurie Britannique did not manage to come up with their new Mark VI Coopers. We are anxious to see these cars up here.

TALKING to red-haired Denham-Cookes recently and he is full of enthusiasm for his own South of Scotland Car Club which is flourishing very nicely down in Dumfries. He tells me that, although the club events are not too arduous, the members are keen and for their rally events they are getting entries around the 50 mark. After the Crimond meeting at Aberdeen your scribe will need to go jaunting down to Grey Galloway and take a look at what's doing.

THE "500" meeting reminds me that there are various types of speed events and some of you Southern gentle-



TORSION BAR TEASER: Teddy Athop (Mark VII Jaguar) lifting his nearside rear wheel in Test 6 of the Scottish M.G. Club's Test Teasers

men seem to be initiating a new cult. I read of speedy racing types going their mile in stout traction engines where the prizes are not golden guerdons, but gallons of Guinness. It appears that a young Oxford farmer has won several races in a Marshall, which he saved from the scrap heap, and his vintage vehicle of 11 tons and 7 h.p. has now been challenged for the half-mile by a still older Allchin. First prize is nine gallons of beer—up here, when we get around to it, there will be bottles of Johnnie Walker as starting liquid and whether competitors feed it to their fuel systems or personal ignards should have quite an effect on the results.

TOMORROW is Turnberry again. With a field that includes more than 100 entries there should be a good day's sport. I understand that the Maiden's Sweep bend has been adjusted and will permit of faster motoring so, given a decent day, times should be faster than those of the last meeting.

YOUNG Gray Mickel did not have much luck with the ex-McCartney Singer at Ibsley. On the way there he burst three mudguards—two through vibration and another when his rear wheel and the car decided to part company outside Watford. He did not do too well in the event but he wasn't last, which is the main thing. Certainly this protégé of Jimmy Gibbons doesn't lack enthusiasm for, with a few modifications to the Singer, he hopes to be able to challenge Ian Hopper before the season is out, which is the right way to look at things.

A NOTE from David Roberts of the Aberdeen and District M.C. tells me that he and his members are very enthusiastic about the alterations to the Crimond circuit. The extension that has made it two instead of 1.8 miles cuts out Haddow Corner and provides a fine straight that is over half a mile in length.

The club committee is now getting arrangements geared up for the meeting

on 24th May, which will have a programme that includes races for Formula 3 cars, sports-cars, saloons, a *Formule Libre* race and some events for motor-cycles. With separate pits for cars and motor-cycles, a much improved public address system and meals laid on for competitors, organization looks like being of a fairly high standard. Prize money is substantial and it is anticipated that entry fees will be returned—as they were last year—so the club extends a hearty invitation to old friends and new to come up and sample Aberdeenshire hospitality, which has not got the slightest relation to the jokes about Aberdonians.

SUNBEAM WOLVERHAMPTON WEEK-END

THE Sunbeam Register will hold its second Wolverhampton Week-end on 17th/18th May.

On the Saturday there will be a Rally on an age of car/mileage basis, finishing at Wolverhampton Airport, where competitors will view the afternoon's air display and Goodyear Trophy Air Race.

That evening a social will be held and on the Sunday morning the Sunbeams will assemble in West Park, Wolverhampton, for a *Concours d'Elegance*, for which the chief prize will be the "Express and Star" Trophy.

Entry fees are 15s. for the Rally, 10s. for the *Concours*, or 20s. for both sections, and should be sent to the Hon. Registrar, Mrs. W. Boddy, Carmel, Wood Lane, Fleet, Hampshire, not later than 10th May.

CEMIAN CHILTERN CUP TRIAL Results

Best Performance: M. Pringle (M.G. TC).

Best, opposite class: R. Jackson (Vauxhall).

1st Class Awards: K. D. Rubens; R. Reynolds.

Team Award: "Ecurie Glacée"—Mrs. Arnold, B. Frost, D. Williams. (24 starters, 4 retirements.)



★

EASY-JACK SYSTEM: Bolster demonstrates that with a weight of under 4 cwt., the Bond Minicar prevents no parking problems

★

SOME readers may feel rather surprised when they see the subject for this week's road test. Most of the cars that I have sampled previously on their behalf have been the finest and fastest of their kind, and the idea must have grown up that Bolster is a feather-bed motorist who habitually floats around in several thousand quids' worth of unobtainable glamour. That is all very fine and large, but perhaps it is about time that I tried something you can buy off the peg, and having bought it, that you can afford to run with petrol at its present unprintable price. Even those people who are not short of lolly—and most of us are these days—may be interested in a sort of dinghy for running round to the local when her ladyship has the Mark VI.

After which preamble, let me tell you about all the fun I've been having in a Bond Minicar.

The object of the Minicar is that it shall cost about half as much to buy, run, and service, as a normal "8 h.p." saloon. In achieving this, the makers have realized that rich people and poor people are about the same size, so there is ample room in the driving compartment. Three adults can quite well be carried abreast for journeys of moderate length, and there is a really big luggage compartment behind the seat. The hood and sidescreens earn absolutely full marks, and the little car can be made as cosy as any coupé in a few moments. As the body is a stressed-skin monocoque construction, of aluminium and steel, no doors are provided. Nevertheless, entry and exit are not unduly awkward, though unless one is fairly agile, it is best to release the hood for this purpose. Quick-action spring catches would be better than the butterfly screws used, if one were in the habit of making numerous calls on short trips. Actually, a shallow door can be fitted on the nearside as an extra.

It is in the propulsive arrangements that the main economy has been secured. A 197 c.c. air-cooled two-stroke engine provides the motive power, and this is a Villiers of the latest, flat-topped piston variety. It is in unit with a three-speed gearbox, which it drives through an enclosed chain and multi-plate clutch. The final drive to the single front wheel is by a short, open $\frac{1}{2}$ in. pitch chain.



LOW-COST MOTORING: (Above) The Bond can carry three adults which is an ample luggage department

When the front wheel swivels on its rack and pinion steering, the engine turns with it. All three wheels are independently sprung on helical springs, and in front there is a telescopic hydraulic damper. The tyres are of only 16-in. diameter, and it is all highly unconventional, to say the least.

On moving off, one is immediately struck by the astonishingly good roadholding. There is no appreciable roll, and one can get round very sharp corners at least as fast as with a normal, four-wheeled car. The steering is light, sensitive, and direct, and has a modicum of self-centring action due to the trail of the front forks. The low centre of gravity and wide rear track makes overturning a practical impossibility, nor does one ever have the remotest apprehension that this may occur. The front wheel will never skid under any circumstances, and it is abnormally difficult to provoke a rear-end breakaway, except on loose surfaces. The larger bumps can be felt, but the ride is not painfully hard.

If the roadholding is well up to sports-car standards, the braking is less satisfactory. Only the two rear wheels carry drums, and these give quite adequate retardation when one has a passenger and luggage. Travelling light and solo, however, the wheels lock

somewhat easily, though the car slides perfectly straight if one is clumsy enough to forget this characteristic.

The performance is most interesting. Let me say, straight away, that these new two-strokes are an immense advance on the deflector-piston type with which I have previously been familiar. "Four-stroking" has been completely eliminated, except when ticking over in neutral or at very low speeds on the overrun. Furthermore, in a thousand miles of use, which included running in a new car and then giving it an unmerciful caning, I never once had to clean a plug or blow through a jet.

Of course, a single-cylinder engine is not as smooth or quiet as a "four", but when the car is open, it certainly cannot be called noisy. With the hood and sidescreens erect, the noise is more pronounced, but even then a normal conversation can be carried on without raising the voice. Some vibration is felt, being most noticeable around 30 m.p.h., above which it smooths right out. The unit is at its quietest and smoothest between 35 and 40 m.p.h.

It is difficult to assess an exact maximum speed, as wind and gradient naturally affect so small a car profoundly. I would call 45 m.p.h. a fair figure, though I obtained as much as 52 m.p.h. on occasion. I would like to emphasize the fact that the speedometer was within 1 m.p.h. of complete accuracy at all relevant readings. Such honesty is rare indeed amongst even the most expensive cars!

Economy is the Bond's *raison d'être*, and 85 m.p.g. can be relied upon, even when much flat-out driving is

ster Tests

★

MINICAR



de seat, behind

ALL THERE IS TO IT- (Right) The 197 c.c. Villiers flat-top two-stroke engine which drives the Bond at 45 m.p.h. and produces a comfortable 85 m.p.g.



enjoyed. With care, a full 100 m.p.g. can be attained, and that really is something. It makes motoring so much more fun when one doesn't have to think about the expense all the time. I got the car out for the shortest local journeys, for I felt that, at that rate, it was almost cheaper than shoe leather.

Driving is very easy, and the steering column gear lever is simple to operate. First is at the top, with second half way down, and top at the lowest position. Contrary to expectation, one finds the middle gear without any difficulty, but neutral is not always located without a bit of fiddling. The absence of reverse is scarcely noticed, as the small turning circle and light weight render the car easily manoeuvrable. The engine always started quickly by pulling back the lever in the centre of the cockpit. An electric starter can be had as an extra, but a Minicar is better without such complications. The battery is charged through a rectifier, the current being provided from the flywheel magneto-generator. I found the lights adequate to the speed of the car, and there is an electric windscreen wiper.

The appearance of the little car attracted many people, and it seemed to be a shameless lady-killer. I found that it was almost as good as a spaniel puppy for starting beautiful friendships. Men, on the other hand, couldn't resist picking it up and carrying it about, and I often lifted it into awkward parking places myself, to the surprise and amusement of passers by.

I greatly enjoyed my Minicar motoring, and I am convinced that this is a thoroughly practical method of

SPECIFICATION AND PERFORMANCE DATA

Car Tested. Bond Minicar (Mark B) 2-seater, price £215 (plus £120 18s. 10d. P.T.).

Engine. One cylinder, 59 mm. x 72 mm. (197 c.c.). Two-stroke. 8 b.h.p. at 4,000 r.p.m. Compression ratio 8 to 1. Villiers carburettor. Flywheel magneto ignition.

Transmission. Multi-plate clutch, 3-speed gearbox with steering column control, ratios 4, 5.6 and 10.64 to 1. Primary and final drive by $\frac{1}{2}$ -in. pitch roller chains. Front wheel drive.

Chassis. Monocoque body construction of aluminium and steel. Single front wheel spring on two forward-facing links by helical spring and telescopic hydraulic damper. Rack and pinion steering. Rear stub axles slide on guide bars, with adjustable helical springs, 6-stud disc wheels, fitted 16 in. x 4 in. tyres. Mechanical brakes in 5 in. drums on rear hubs.

Equipment. Six-volt lighting. Speedometer. Windscreen wiper.

Dimensions, etc. Wheelbase, 5 ft. 6 ins. Rear track, 4 ft. 6 ins. Overall length, 9 ft. 1 in. Overall width, 5 ft. Turning circle, 25 ft. Weight, 420 lbs.

Performance. Maximum speed, 45 m.p.h. Speeds in gears. 2nd, 38 m.p.h., 1st, 22 m.p.h. Acceleration, 0.30 m.p.h. 13 $\frac{1}{2}$ sec.

Fuel Consumption. Driven hard, 85 m.p.g. 2 $\frac{1}{2}$ gallon tank with reserve.

getting about these days. Under present currency restrictions, it would be a useful machine to take abroad, and many Bond owners have already proved its suitability for Continental touring.

I have to thank agents Raymond Way, of Kilburn, for letting me have the car so long, and I think it must prove their confidence in what they are selling.

BOOK REVIEWS

"500 c.c. Motor Racing Year Book, 1952"

Edited by Roy Pearl and Robert Blackburn

Size: 5 $\frac{1}{2}$ x 8 $\frac{1}{2}$ ins., 144 pp.

Price: 6s.

Publishers: Pearl, Cooper, Ltd., 2-3 Norfolk Street, London, W.C.2.

SCARCELY can so much interesting material as is to be found in the 1952 500 c.c. Year Book have been offered for so little. At the cost of six shillings the reader can find out all he needs to know of the half-litre racing movement in all its branches. Technical data, directory of suppliers and manufacturers, full 1951 race results, a "Who's who" of 500 c.c. personalities, descriptions of circuits, articles by Alan Brown, Stirling Moss, Dean Delamont, Ken Carter and others and a foreword by S. C. H. Davis make up the 144 pages, tightly packed with information, pictures and diagrams. Not everyone will like the unreal cover plate, nor the rather crude technical line drawings—it is surprising, too, to find no reference to the AUTOSPORT 500 c.c. National Championship, which proved a valuable stimulant to entries in British events last season, and promises to do so again in 1952.

C. P.

"Maintaining The Breed".

Author: John W. Thornley.

Size: 8 $\frac{1}{2}$ ins. x 11 ins. 92 pp.

Price: 12s. 6d.

Publishers: Motor Racing Publications Ltd., 81a Grays Inn Road, London, W.C.1.

THIS is a reissue by Motor Racing Publications of John Thornley's popular Saga of M.G. Racing Cars, a marque history refreshingly different for its wealth of

absorbing technical data and for the author's irrepressible humour, which repeatedly emerges to lighten the staidest passages. "Moderns" to whom the initials TD epitomize the marque itself may be surprised at the extent of M.G. racing activities before the war. Their victories at home and abroad in the hands of drivers such as Norman Black, Hugh Hamilton, Whitney Straight, George Eyston, Richard Seaman and many others did much to uphold Britain's name in international motor-racing. John Thornley tells the story behind these achievements most entertainingly, bringing home to the reader the value in every venture of mechanics and technicians, and making us realize again just what the late Cecil Kimber achieved for this country.

C. P.

"Austin Racing History".

Author: Roland C. Harrison.

Size: 8 $\frac{1}{2}$ ins. x 11 ins. 56 pages. 44 illustrations.

Price: 10s. 6d.

Publishers: Motor Racing Publications Ltd., 81a Grays Inn Road, London, W.C.1.

OF great interest to Austin fans is this reissue of Roland Harrison's popular book. The author traces Austin racing history from the French G.P. cars of 1908, to the legendary "cammy" Sevens of the middle and late 1930s. Naturally there is a great deal concerning the famous side-valve Seven. Enthusiasts will be interested to learn that its very first appearance in racing was at Shelsley Walsh in 1922, driven by L. Kings. A. C. R. Waite drove it on Easter Monday 1923, at Brooklands, to start the little machine on its remarkable career in circuit racing.

G.

Correspondence

We are delighted to receive letters intended for publication. We do not insist on typewritten copy, but please write in a hand we can decipher, and on one side of the notepaper. The Editor is not, of course, bound to be in agreement with opinions expressed by readers, but this does not mean that subjects will be excluded on these grounds.

The DKW Two-Stroke

FOR Mr. Powell's information the DKW I mentioned had its engine reconditioned by experts in these engines.

Whatever may be the position on the Continent, the British motoring public have remained singularly unimpressed by two-stroke cars.

JOHN B. OWEN

WORKSOP, NOTTS.

British Sports-Cars

A FAIR amount has been said recently in praise of the "small" car, but compared with pre-war, I wonder if we produce one that is in the sports and high performance category.

Of course, much depends on how one considers a car, whether it be by external dimensions or by the engine size. The latter is generally the criterion where enthusiasts are concerned, though by the former, many of the vehicles under consideration can still be termed small.

The Morgans in the recent R.A.C. Rally are a case in point, with an engine of over two litres in a chassis very little different to that originally made for an "1,100". I believe, one should get performance! Again, the Cooper-M.G. recently described under test in your pages had a 1½-litre power unit, and I would venture to say one would be "ashamed" at installing anything over, say, 950 c.c., 15 years ago, in a car of such modest dimensions. Of course it delights!

Miss Betty Haig gave weight to this argument by her recent letter to you wherein she describes the performances, in certain sections of the "Alpine", of her present-day TD M.G., compared with a PB model of the same make years ago.

The Continentals are getting good performances with really small cars, the French Dyna-Panhard and Renault, and Italian Fiat-Stanguellini, and S.I.A.T.A., among others readily springing to mind. But many of ours so named are surely more in the medium capacity.

In connection with this, I have long wondered that the M.G. concern have not taken the oft-praised Morris Minor chassis, provided it with a suitable power unit, not 1½ litres, and produced a really modern, small sports-car.

K. J. BLYTHE

BOXMOOR, HERTS.

The Whincop Bugatti

DOES "Un Gaulois Indigné" think that because he lives in France he is an authority on Bugattis, or that mere Englishmen do not appreciate works of art by "le Patron"?

Mr. A. C. Whincop did a very fine job of the rebuilding, and deserves praise for the result. It has looks, and performance, and for the expenditure Mr. Whincop has a Bugatti worthy of "le Patron", who after all was himself only an enthusiast in better circumstances—namely, having more capital. At least it retains the famous radiator and the majority must admit that the rest of the bodywork blends very nicely.

It must be evident that Mr. Whincop is a real enthusiast, and like many more of us desired a Bugatti, and so unlike many of us, he got one! To heck with what he did to get it; is a hack saw really so bad—what does "Un Gaulois" deserve—one with gold teeth?

Mr. Whincop explained very simply

that he lacked the "necessary"; perhaps if our indignant friend was to send over a cheque to cover the high running expenses to which a car like this must add up, Mr. Whincop would leave "le Patron's" products alone.

A. COLLIE-FERGUSON.

EDGWARE.

Change in Trials Regs Unnecessary

I AM a very regular competitor in minor and most major events and, in common with the vast majority, cannot see any point in making a change to pander to the wishes of a very small minority who, in many cases, only compete very irregularly and in the majority of cases are not sufficiently keen or interested to travel, as we often do, three or four hundred miles to compete in a trial. The question of durability of cars and their general condition is something which cannot be too highly stressed and I was pleased to note last Sunday that the scrutineers of the Derbyshire Sporting Trial "threw" out one car which by general opinion looked more like a living poster of the Government's Drive for Scrap, than a trials car! It is this type of car that causes so many comments from other motorists and tends to bring trials cars into bad repute.

May I suggest that the B.T.D.A., who speak for the vast majority of trials drivers, hold a ballot or send a questionnaire to each of its members and obtain an unbiased answer as to whether or not they, the drivers, want a change in cars and tyres which will cost them many, many thousands of pounds?

A change of specification, of course, would benefit trials car manufacturers, but would it do any good to the sport as a sport?

H. SINCLAIR-SWEEFNEY.

BOURNEMOUTH.

(This is a copy of a letter sent to the R.A.C. Competitions Department.—Ed.)

Handicapping

UNTIL the day when we see a row of cars pass the finishing line abreast, and then disintegrate before the handicapper's eyes, might I suggest that these tours would be a little brighter if the drivers were not told their handicap?

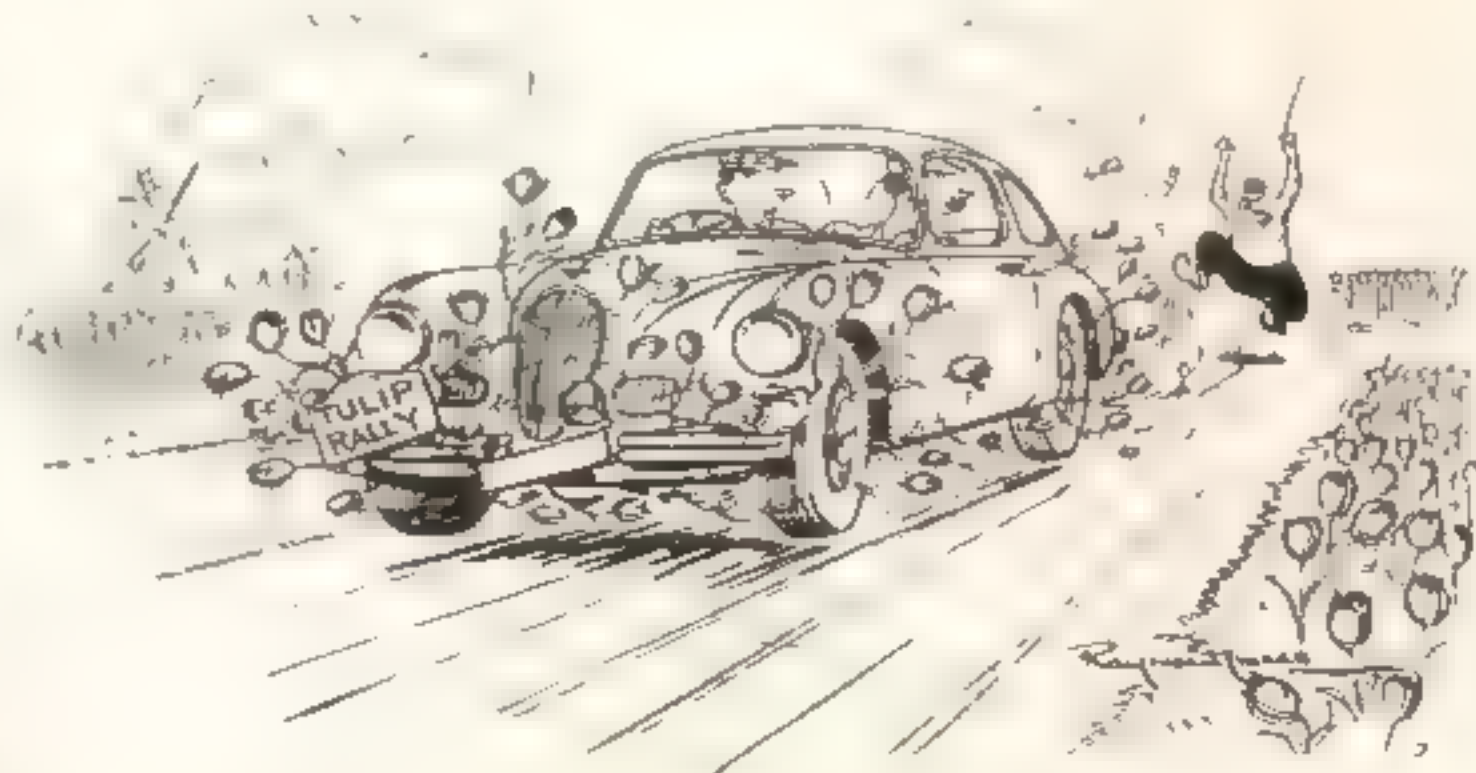
Why not start the cars at regular intervals in order of practice laps speeds or estimated performance, and announce handicaps over the P.A. system when the last man has left?

The intervals would be aimed to bring them all home roughly together, so that the race would not end in too much of a procession.

At least we should see some lively driving.

D. W. NEWPORT

LONDON, N.13



The A.R.M. Game

MR. IVOR SMART is breaking the rules of the A.R.M. game when he questions the use of 12 cylinders, as that was laid down by an imaginary Board of Directors. However, I will try to argue with him as I so enjoy his letters.

I am disposed to dismiss the four on the grounds that to get comparable power would stress the valves more highly than I like. Indianapolis has been the forcing house of the big fairs and is unique among modern races in that the speed range is too small to justify gear changing and so puts a premium on sustained torque. I feel that for the European style of Grand Prix, power is more important and the multi-cylinder gains in piston area and valve area. Four cylinders would certainly mean four valves per cylinder and worse shaped combustion head and ports.

My own inclination would be to go the whole hog and make a sixteen; the flat six has attractions but the "Board" (the supper party which started all this nonsense) passed it over despite its lovely short crankshaft. On the valve question the V eight was rejected on account of its relatively poor balance and the A.R.M. could not possibly be a sixteen.

With regard to four-wheel-drive, there is less to gain than Mr. Smart suggests as his analysis ignores the weight transference from front to back due to torque reaction. I am far too lazy to work it out but it is enough to be important.

Four-wheel-drive also adds a considerable amount of weight and the complication is considerable, two extra differentials, and we know little or nothing about the handling of four-wheel-drive cars. The gain, such as it is, of front-wheel-drive is lost with four-wheel-drive. However attractive on paper I am not going to try to work that one out. I don't want to kill any hypothetical drivers. Instruction Manual Fangio, for instance. Professor von Eberhorst has shown that there is practically no advantage to be obtained from f.w.d.

I am still enjoying the game and even through the season despite the fact that the Coupe de l'Auto Dénigé is now running. I will answer letters, but there will be no more drawings until the end of the season when it may be that I shall commit Desmodromy.

CHARNWOOD

LONDON, S.W.1.

Brough

I suggest your correspondent Mr. Penn's account of Heat 2 Scratch Race at Brough is quite inaccurate. Lambert started away at the flag fall and led for several laps. Leigh caused Parker no trouble on the corners because he was behind Lambert until the last corner of the last lap. Leigh passed Lambert in the last 200 yards—the reason being "swill" in the carbs, causing the engine to cut out every lap on the two right-hand bends, but more so on this one occasion.

In the handicap final Lambert was the scratch man and though it was a gift for the limit man he gained nothing for nine laps on the scratch man whose times increased 2 sec. a lap due to a "drying-up" engine, a malady brought on by the persistent cutting out on the two right-hand corners per lap, which resulted in "holing" the piston just before the end of the ninth lap.

F. V. LAMBERT.

HALIFAX

Remoulds and Racing

ON receiving the Regulations for Gosport Speed Trials, I was very much surprised to find a new clause reading: "Tyres. 'Remoulds' are not permitted." Can anybody explain to me the reason for this?

I imagine that the Gosport A.C. are not responsible for it, but that the R.A.C. have instructed them accordingly. I wonder what preliminary consideration the R.A.C. committee gave to this matter, before enforcing it: it would seem a somewhat obsolete rule to enforce upon the hard-up competition driver at this present time. The modern 'remould' is a very different device from the old fashioned horror which I understand, used to shed its new 'retread' on occasions. (I have and no personal experience of them.)

To ban the remoulds as turned out today by the modern processes of the first class factories which handle them, from the small sprints and hill-climbs in this country, is plainly ridiculous.

I personally, have been running on a certain make of retread for 12 months now, and have found very little to choose between them and the original tyres. Apart from high speed rallies, and some sprints last season, I had a set fitted to the

car that I took to learn the circuit at Sarthe last summer, before the 24-Hour Le Mans race. I put in a good many laps, the tyres were perfectly satisfactory, as I knew they would be.

Obviously certain types of events call for certain tyres. The only suitable tyre for racing a fast car, is a racing tyre. Equally snow driving calls for special snow type treads. But I have proved to my own satisfaction that in any event in which one would normally use an ordinary standard road tyre, a good remould will do the job equally well, today.

I feel that if the R.A.C. could send a suitable representative to see over a modern remoulding factory (as I did, on Major Husband's invitation, before having my first set fitted), they would modify this clause.

I suggest that remoulds should have to conform to certain laid down specifications and that the certain makes so doing should be eligible for use in sprints and hill-climbs, if desired.

The set of remoulds at present fitted to my car would be capable of covering the Gosport 4-mile sprint many thousands of times!

BETTY HAIG

PURBOROUGH, SUSSEX

Morale Booster???

COME, come, Mr. Parker, so you want to have the B.R.M. at Silverstone on 10th May?

Very well, but first of all, let us picture the scene—it's taken there, and in between a Formula 2 heat and a Formula 3 or Production car-race, one of the most potent Grand Prix cars England has ever had, is brought out on to the grid—alone!

Stirling or Juan Manuel walk out, get in, and the great moment has arrived. Away she goes, a wonderful sound; a high defiant yowl, but alas, no one to defy.

What do you and I and many more of the faithful supporters of the project do when it is announced that the lap record has been broken. Puff out our chests? Will our morale be boosted? I think not, Mr. Parker. What has been achieved? What honours have we won? Have we proved to the world that we have a winner. Are we supporters and all the foreign race fans convinced that we shall win a Grand Prix?

I agree that we want the sleek green car out there on the grid, but with some opposition. Not at Silverstone on 10th May, but at Spa on 22nd June; not long to wait if one is interested enough.

Let us not give the press more missiles to add to the already very steady barrage that they have directed against us. Beat the record or not, I can think only too well of what they will say, and we shall only be left with very empty feelings in our stomachs.

In any case, after reading the recent circular from Bourne I can't see Raymond Mays sending his car there to play an overture for a Formula 2 or 3 race.

I will say once more, come, come, Mr. Parker, think again, let's have no B.R.M. record breaking on 10th May, leave that to the 2-litres—IF THEY CAN!

B. STREET

AYLESBURY, BUCKS.

The Sunbeam-Talbot "90"

THE Sunbeam-Talbot "90" that John Bolster road-tested certainly seems to have been around. R. W. Phillips followed the R.A.C. Rally in it and, while on a recent visit to England, I used the identical car for road-test purposes for our Irish motoring magazine, and have since noticed that the "90" coupé tested by one of the other British journals was 1 HP 988 too.

Personally, I was quite astonished by the excellent performance of the car, and my own figures were identical with Mr. Bolster's in several instances of the speeds in gears and acceleration, and within decimal points in others.

As far as the point of the correspondence is concerned, I had the speedometer needle sitting on 95 m.p.h. for a reasonable distance, not just flicking up to it, and dropping back again, and no one was more pleasantly surprised than myself, even though it was brought about by "cheating" in the Bolster sense.

All the same, I don't think that motor had been "fiddled", as I have since met a private owner with a well-tuned, but home-tuned, "90" coupé who could bear out my performance figures with the experience of his own car.

MAXWELL BOYD

DEULIN.

INTERNATIONAL

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JAGUAR

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1st MR. R. HABISREUTINGER

2nd MR. F. P. GROUNDS

3rd MR. E. J. R. LESTRANGE
(Class 9 Sports-cars over 1500 c.c.)

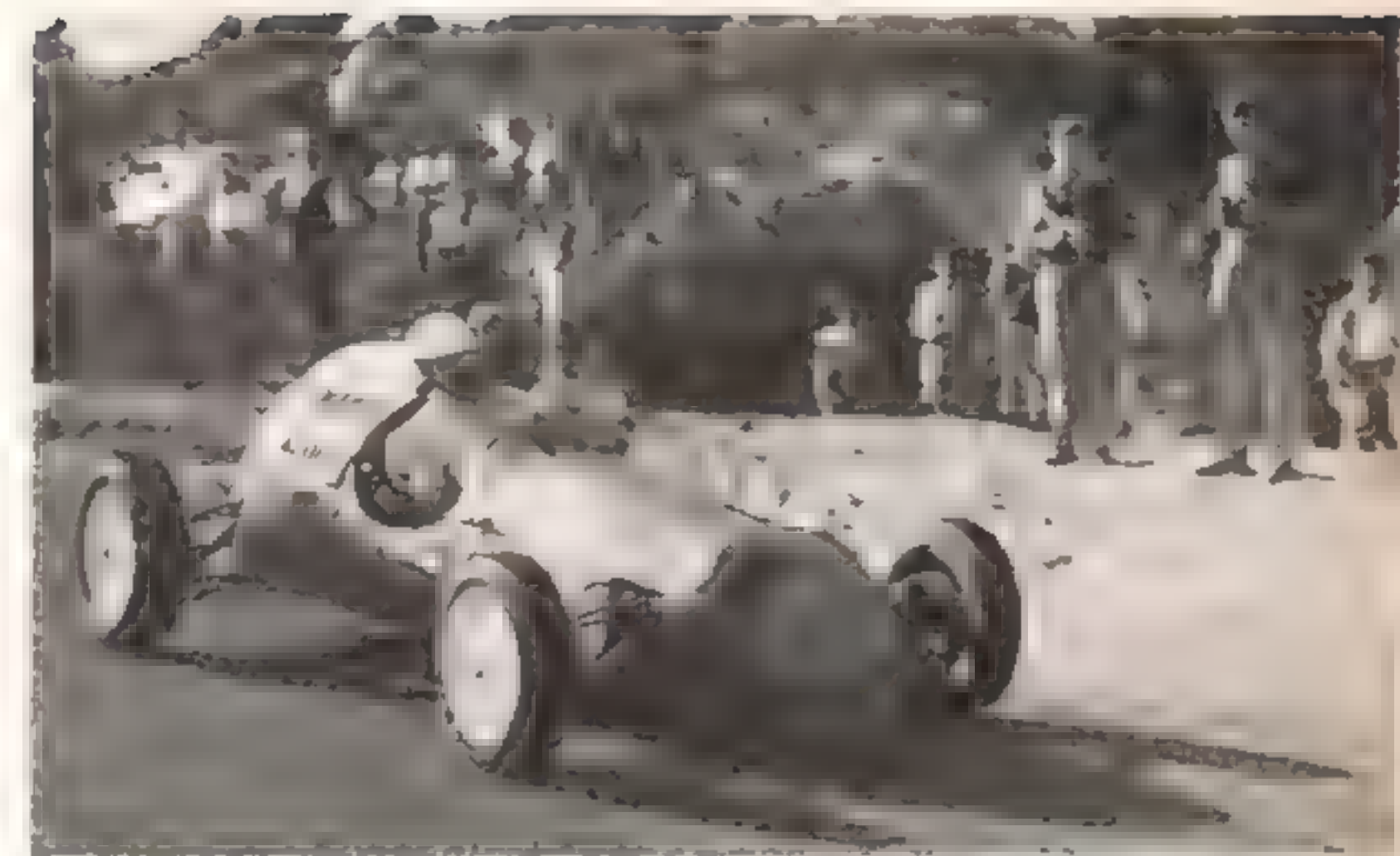
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SOUTH AFRICAN SPORT

No Modern Racing-Cars, but
Many Ingenious "Specials"
Provide Good Competition in
S.A. Events Today

MOTOR-RACING fans in South Africa vividly remember the pre-war series of Grand Prix races which were held at East London, Cape Town and the Rand. These events attracted entries such as Whitney Straight (Maserati), the German Auto Unions, Pat Fairfield, Raymond Mays, Earl Howe and others with F.R.A.s. Richard Seaman (Delage), Hans Ruesch with the big Alfa Romeo now raced by R. D. Poore, and many Italians with fast Maseratis, such as Taruffi, V. I. Iorosi, Lurani, Cortese and others.

No modern racing-cars have reached South Africa in post-war years, and no event on a similar scale to those of 1934-1939 has since been organised in the Union. Nevertheless, local exponents compete in numerous races of local character, driving either old-type machines often beautifully restored and modernized, or home-constructed vehicles of remarkable ingenuity and effectiveness. Of the former school, there are examples of the 1½ litre E.R.A., the 750 c.c. R type single-seater M.G., and the 1934 G.P. Maserati, the latter a famous machine, driven to victory at Naples and Modena by Nuvolari back in 1934 and subsequently raced by his cousin, Dr. Massaccesi in S.A. events and now owned by G. Cannell, who uses it unsupercharged. A rare British sports-car is the 1½-litre blown Squire, one of which was driven by C. B. Morton in a recent



SUCCESSFUL "SPECIAL": The ingenious Citroën rear-engined Special, built and raced by Stanley Reed, seen here winning the False Bay 100 Handicap at Gunners' Circle, near Cape Town, in January last.

race on the Gunners' Circle, a 3½-mile asphalt circuit outside Cape Town.

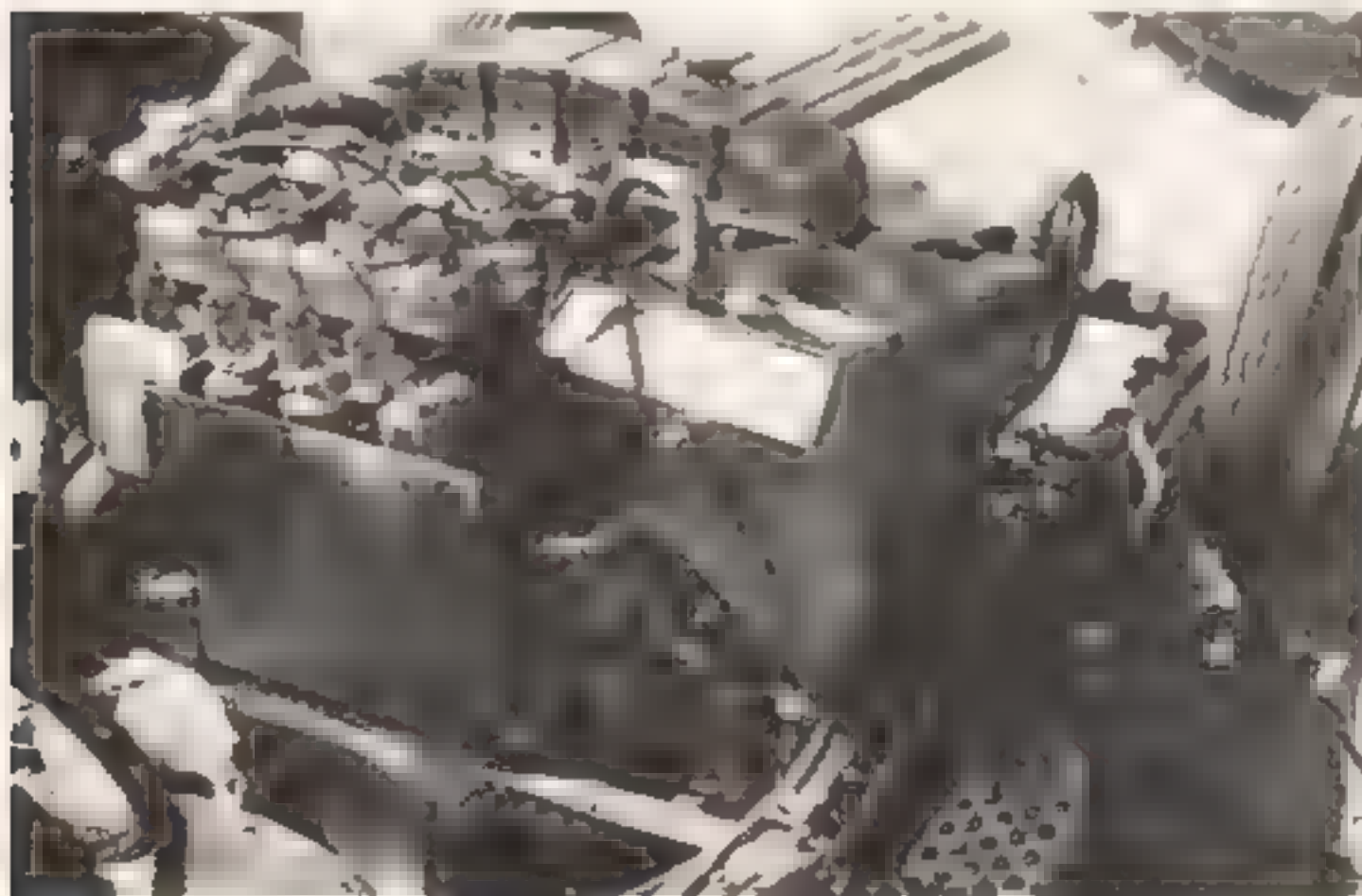
As in the British Isles, so in South Africa, greater performance is sought by the seemingly simple expedient of dropping large engines in small frames. At the aforementioned Gunners' Circle meeting a Wolseley Hornet appeared, its bonnet packed out with a 3½ litre three-carburettor Studebaker engine, while another Studebaker unit of 2.786 c.c. found its way into a 1½-litre Aston Martin—appalling thought to A.M.C. members, although it performs well! One Riley, a 1934 T.T. type, housed a post-war 2½-litre Riley engine—an attractive combination—while K. Stanley drove an ex-Harold Dobbs offset single-seater 1½-litre Riley. To widen the variety of the field a huge 5½-litre Studebaker, an

ex-Indianapolis car, made its appearance. Many variants on Abingdon M.G.s inevitably appear in Union events, often with pre-war single-seat bodies. Some Austin "7s" have Fiat "500" c.f.s. and one of the famous Ulster models still survives in much its classic form.

In the "specials" category, Stanley Reed's Citroën Special is outstanding for its neatness, efficiency and many successes. The car has a "hotted up" four-cylinder 2-litre Citroën engine mounted ast of the driver, with Citroën torsion sprung front-drive unit at the rear, the steering being locked. Torsion i.f.s. is used, and lightened disc wheels, and the chassis mounts a neat Cooper/Auto Union-style single-seater body. Another interesting machine is D. Lee's Riley with four-cylinder "Nine" unit with four Amal carburettors set across the frame behind the cockpit, driving a solid rear axle by chain. Fiat "500" i.f.s. is used, and this car has performed well in past sprints and hill-climbs.

The Millecento is another clever vehicle, devised by N. de Kock and using a Fiat "1100" engine and springing in a tubular frame mounting a very clean aerodynamic body of light alloy. P. A. Brown's Cisapilia is a well-known contestant, consisting of a Lancia Aprilia engine with high-lift cams and other aids to performance in a very light chassis and bodywork. The South Africans are hoping soon to revive the South African G.P., and whatever the quality of any European entries which may materialize, the home-based drivers with their ingenious machines can be relied upon to put up a good show.

(Photographs and data by courtesy of Frank Bigger, of Rathgar, Dublin.)



EXTRA "SPECIAL": D. Lee's compact 1.089 c.c. Riley-based machine, with engine mounted transversely behind the driver. The final chain drive to a solid rear axle can be seen. The car is about the size of a Cooper.

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2nd *Class 3*
J. P. KOKKES (Austin)

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A. M. LEERDAM (Volkswagen)

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H. P. M. JONKERS (Renault)

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NEWS FROM THE CLUBS

CORNWALL VINTAGE DRIVING TESTS

THIS Sunday, 4th May, the Cornwall Vintage C.C. are holding a Driving Test meeting at Davidstow airfield, for which late entries can be accepted at 2s. 6d extra entrance fee. Clubs invited to take part are W. Cornwall M.C., Plymouth M.C., Bentley D.C., Alvis O.C., M.G.C.C. and Veteran C.C.



THE "DERBYSHIRE": (Above) Gordon Mosby reaches the limit on Slack 1, the hill which beat all but four runners in the recent Lancs and Cheshire C.C. trial. (Left) A prodigious leap by Pat Atkinson's car on Deniff 2.



HARROW C.C.

THE Harrow C.C. have lost a staunch supporter in the recent death of Mr P. G. Fowler. He joined the Club in 1934, becoming Secretary the following year. He retained this office until 1944 when ill health forced him to retire, but he continued as a committee member, giving great help to the Club right up to his death on 19th April.

SUNBEAM-TALBOT RALLY

RESULTS of the Concours d'Elegance which followed the Sunbeam-Talbot O.C. Rally to Southport on 19th/20th April, are the following —

1, P. Rawlin, of Keighley (Sunbeam-Talbot); 2, G. Greaves, of St. Annes-on-Sea (Sunbeam-Talbot); 3, L. Tanner, of Minchinhampton (Sunbeam-Talbot); 4, S. Woolf, of Manchester (1939 27 h.p. Sunbeam Talbot).

Prizes were presented by the Mayoress of Southport, who, with the Mayor, attended the dinner given by the Club. The Mayor and Mayoress of Blackpool were also present.

MID-SURREY GRAND CUP TRIAL ON SUNDAY

THE closed trial for the Grand Cup of the Mid-Surrey A.C. takes place this Sunday. There are three classes; A, for any open car under 1,100 c.c.; B, for any open car over 1,100 c.c. which is essentially a sports-car; and C, for any open or closed car over 1,100 c.c., not essentially a sports-car, and having a weight/capacity ratio greater than 10 cwt/cu. in. Cars entering this class must not be altered from makers' specifications in any way.

Starting point is the Cricketers' Inn, Pirbright, Surrey, between Guildford and Farnborough, first competitor leaving at 2.30 p.m. The course is under 10 miles in length.

B.A.R.C. (LIVERPOOL AND NORTH WALES)

THE Liverpool and North Wales Centre of the British Automobile Racing Club will henceforth be known as the North-Western Centre.

N.L.E.C.C. CHESSINGTON RALLY

ON 25th May, the N. London Enthusiasts' Car Club are holding their Chessington Rally. Starting and finishing points will be at the Zoo, there being six control points over the course of 40 miles. At 11 a.m. there will be some light-hearted motoring in a special car park when the aid of the circus elephant will, it is hoped, be invoked, followed by a picnic lunch, and then the road section, covering some fine scenic pieces of Surrey.

A high tea concludes the event; the cost of tea, car park and access to the Zoo is 5s. for adults, 4s. for the under-fifteens. It is hoped people will avail themselves of these facilities even if they do not wish to enter for the Rally proper. The latter is designed to attract perfectly normal cars and, generally speaking, is intended to offer members an enjoyable competition of a distinctly light-hearted nature.

On Thursday, 17th April, the Club heard the experiences of Dick Jacobs in production car races with M.G.s and were privileged to hear the inside story of his tussles with T.D.s, special M.G.s and Jupiters, and of his negotiations with Abingdon to try to persuade them to produce ever more potent sports racing-cars.

MAIDSTONE SILVERSTONE

SUPPLEMENTARY regulations have been issued by the Maidstone and Mid-Kent M.C. for their Silverstone race meeting on 24th May. The programme consists of eight races—four for sports-cars, one for 500s, a 10-lap event for racing-cars up to 1,100 c.c. 5 and 2-litre U/s, a members' handicap and a 20-lap Formula Libre event.

Clubs invited to compete at this meeting are B.R.D.C., B.A.R.C., Half Litre, Vintage S.C.C., Bugatti O.C., North London E.C.C. and Peterborough M.C. Entry closing date is 14th May. They should be sent to V. G. M. Butler, Riles Glass Co., Ltd., 2 Upper Fant Road, Maidstone.



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MANCHESTER UNIVERSITY CLUB RALLY

Tom Mason (A10 Austin) Wins Novices' and Experts' Cups

"If this is a novices' rally, 'eaven 'elp us on the experts", was the sentiment of competitors on the Committee Cup Rally, on 19th April; that is, except for Tom Mason (Austin A40), who won both the novices' and the experts' cups, the only car to finish without losing marks. The Coupe des Dames, an innovation in the Club, was won by Jill Wallace (Triumph Vitesse), who also came sixth in the general category.

The start, at 4.30 from Heald Green, was marred by the disappearance of the sun, and the descent from the skies of considerable quantities of water. However, spirits remained undamped, and the special test was attacked with verve, best time being put up by Tony Carlisle (M.G. TA).

Competitors next headed for Warington, and by the first control at Arley only four people had lost marks.

T. A. Carlisle stopped just before the control, with a few minutes in hand. When the time came to move up, he pulled the starter and it jammed. Sinking sensation, as the time previously that this had happened, it took three hours to clear. Furious shovings up and down the road, in and out of gear, and spannerings with a spanner; and then with sighs of relief that could be heard for miles, it freed. Navigator Roger Hyde was quite sure it had taken 15 minutes. It turned out to be three

Pursuit by Tractor

Of the four roads into the Arley control "Nev" Silverston, driving a very vintage Austin 7, arrived rather late from Arley Hall, having been pursued relentlessly through the grounds by a Fordson Major.

From there the route ran to a check at Wottonhall, and so to Barthomley, just south of Crewe. This was a fairly straightforward dice, but even so several competitors managed to lose marks. Perhaps it was the rain, which came down, not in a lukewarm trickling

stream, but in a solid, though not frozen, chunk.

The next section was shortish, and led over Mow Cop and Biddulph Moor to Rudyard Lake; and at Rudyard only three cars were on time: Cummings in a Standard 8, Tom Dunning (M.G. TB) and Tom Mason.

And so via Meerbrook to Clough Head, and getting to this point Cummings went adrift, and spent a long time finding himself again. Mike Hurst in his Riley Lynx arrived at the top in clouds of steam, but his car wasn't as hot as Jill Wallace's two navigators, who started a relay race up to this check. The car needed a bit of attention on the way up, and thinking they were only a couple of hundred yards away, June Carlisle, who was navigator No. 1, leapt out and sprinted up the hill, but without the route card which was to be signed. Navigator No. 2, Connie Bell, then set

out in hot pursuit, with the route card. In the meantime, Jill got the car going and shot by them both, picking up the route card as she passed, shouting that she would collect them on the way down. The check turned out to be considerably further than expected, which was probably a good thing as both navigators were collapsed by the roadside.

A Navigator's Misery

From Clough Head, through Wincle and Wildboarclough to Pym's Chair above Kettleshulme, Brian Clowes, Eric Watson's navigator, spent his time gently regurgitating through the window, in such a state of misery that he didn't object to his head and chin being battered alternately against the surrounds.

On this section, Tom Dunning, who, navigated by John Clifford, had a clean sheet up to this point, took a wrong turning, and made a valiant, but unsuccessful, attempt to climb Jenkins Chapel!

And so to the Ram's Head at Disley.



ENNISHERY: Redmond Gallagher's 1,000 c.c. Leprechaun-J.A.P. about to make Best Time of Day at the Irish M.R.C.'s annual hill-climb

(Left) Desmond Titterton put up a splendid run with a J2 Allard to equal W. R. Baird's 2nd B.T.D. on the Bulfinch Grifphon

for the finish. Final episode was the rapid descent to the hotel, of Don Harrison and Alan Richmond (Austin Grasshopper), from Kettleshulme direction. Harrison turned in to the control, but Richmond shot off down the road to Stockport, and arrived back 10 minutes later. He wouldn't say whether it was brakes or navigation.

Results came out at about 10 o'clock, and Tom Mason created a dangerous precedent by buying drinks all round. There will probably be a marked reluctance for anyone to win rallies in future.

(Results were published in last week's issue.)

News from the Clubs *continued*

ALLARD O.C. MEETING

At the next meeting of the Allard Owners Club on Wednesday 7th May at the Parkway Hotel near Leeds there will be present Denis Feather, member of the R.A.C. Competitions Committee, who is expected to make important announcements of special interest to sporting motorists. Other clubs will probably be represented. The meeting starts at 7.30 p.m.

FALKIRK BAIRNS TROPHY TRIAL

The Falkirk and District M.C. are masters in the art of providing a road-sheet in which the directions are provided without a single price being used. For B.I.R.'s Trophy Road Trial held on Sunday 20th April was no exception and every one of their directions was spot on for accuracy with every deviation appearing exactly at the mileage stated. This did not prevent competitors from thinking that they knew better than the organizers and in every one of the six road sections there were a number of competitors adrift.

In no instance, however, were the road sections incapable of being completed on time and it is good to see a club providing an attractive route that is also a competitive one as this Road Trial proved. And the stars were no novices. J. B. Miller (River), an award winner at the last Falkirk event, was among those faulted, as was Wilf Young

Young Special. Ernie Herrald (M.G.) and Norman Patterson (M.G.) while Ian Bennie (Riley) is still discussing whether he or his navigator, Tom Knight, are to blame.

Included in the Road Trial were four driving tests and in the first one Ernie Herrald displayed his talents for handling his smart little M.G. with his speedy forward reverse into a closed opening and forward again. Some of the competitors found the limited opening too limited and indulged in a spot of bank clearing but K. L. Foulter backed his M.G. into a steep dyke and, after motoring to the next control, gave up the ghost.

The second test was a parking effort in which one attempted to lay one's motor alongside a portable kerb as closely as was humanly possible. Best performer here was Peter Goodall in his little Dellow. Quite the most horrible crutchings I have heard in a long long time came from the gearbox of Peter Hughes's Allard after a too rapid reverse. Sounding like National Heath dentures being used out on road-stones, the crutchings resulted in Peter having to retire and drive home very carefully indeed. Speedy Hendry was in too much of a hurry to get alongside the kerb and only succeeded in mowing it down before motoring on to the next test, the rapid ascent of a steep and rough metalled hairpin bend. Best climb was made by Wilf Young Young Special but a really good one was provided by Alistair Ross (Riley). Peter Goodall mounted the banking at the side of the road and it looked for a moment

as though the Dellow was going to turn over.

The final test was one concerned with the accurate stopping of one's car in front of a carefully balanced bamboo cane. A big number of the competitors went right through the barrier and closest approaches were made by Ian Bennie (Riley) and Sandy Morrison (Morris).

AENFAN

Results were punched in to a nerby count.

BERKHAMSTED M.C. & C.C.

The "Monte Carlo Rally" dance at the Water End Barn, St. Albans, on 9th April was voted a great success by all concerned. Not as many actual participants were present as had been hoped but the evening was made very enjoyable by the showing of Mike Cooper's film of the 1952 Rally and the whole evening proved to be very enjoyable.

The Captains' run on Good Friday provided a pleasant tour to Wendover in the morning where the anchor stop was made after which the company proceeded and enjoyed up to a motor cycle race meeting to round off the day.

On 10th May there is a club run to the Dairy Express race meeting at Silverstone and particulars of meeting point and time will be circulated to members in the near future. Anybody interested should get into touch with the Captain, Mr. W. Todd, 253 Stockington Road, Luton. The club has been invited to the Cheltenham C.C. speed trials on 25th May; full details are in possession of the Hon. Secretary.

SKIN MICROGRAPHS



A. Clean looking skin

B. Greasy skin (greasy)



C. Skin after ordinary washing

D. Skin after washing with Antiseptic Skin Cleanser

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News from the Clubs—continued

SPEED TRIALS AT PELOW
TOMORROW

THE North Staffs M.C. are holding their invitation Speed Trial meeting at Peplow Airfield, Childs Ercall, near Market Drayton, tomorrow, 3rd May, beginning at 11.30 a.m. Racing, sports and standard saloon cars will be competing in a total of 11 classes, over the 600-yard course. Clubs invited to take part are N. Staffs, Bugatti O.C. M.G.C.C., Half Litre, Yorkshire S.C.C. Severn Valley, Chester and Nottingham S.C.C.

SCOTTISH "TEST TEASERS"

SATURDAY, 19th April, saw a repetition of the M.G. Car Club's annual "Test Teasers" and "Mickey" Gillespie repeated his last year's triumph by scoring the best marks in three tests and carting off the Premier Award for the day. As Mickey motors in an M.G. and is a good sportsman, this was a popular win with all concerned.

The venue for the event was Newhouse Industrial Estate and, on the quiet of a Saturday afternoon, the well-kept concrete roads were completely free of traffic and all the tests were carried out without interruption.

Number one, Chancy Judgment, included, among other crafty devices, individual liberty to set up the pylons permitting one's car to pass through in the minimum space thought possible and a request to stop the vehicle as close as one could get to a lightly balanced barrier.

Lewis Mitchell (Austin), being a brainy type, produced a rule, measured distances and gave a very neat performance, but Frank Mickel (Ford) carried all before him—side pylons and front barrier included. Oddly enough, saloon cars proved much faster in this test and the best marks were made by C. V. Brown in an M.G. saloon.

Test two, Dizzy Circuit, might well have been named Strip Tease for Tyres and Transmission, as it involved much rapid reversing from the arms of a set of crossroads. J. B. F. Simpson (Javelin) missed a gear and stalled his engine, while Ted Allsop (Jaguar) got so close to an electrical box that it almost hopped out of its concrete foundation. Quite the best efforts were the speedy ones of Mickey Gillespie (M.G.).

Test three, Square Circuit, was a series of complicated in and outs among paint drums partly filled with a residue of camouflage paint. You don't see concrete paths Lady Macbething around in the middle of the night crying for a wash and brush-up, but goodness knows they much needed it. There's talk of calling Newhouse Estate "Much Clanging". Test winner was, you've guessed it, C. M. M. Gillespie (M.G.).

Test four, Backward Glance, demanded free-wheeling, in reverse, around a fairly steep hairpin and enough confidence not to apply the brakes. John Milne (M.G.) didn't lack confidence, but he was exceeded by A. A. Mould (Riley).

Test five, Hesitation Circuit, was a tour round a factory building interrupted by four short reverses and again the speedy manoeuvres of C. M. M. Gillespie topped the poll.

COMING ATTRACTIONS

May 2nd 3rd. M.G.C.C. (N.W.) Rally
May 3rd. Vintage S.C.C. Race Meeting, Silverstone. Start 12.15 p.m.
Aston Martin O.C. Spring Race Meeting, Snetterton, Norfolk. Start 11.30 a.m.

Bristol M.C. and L.C.C. Members' Race Meeting Castle Combe
Scottish S.C.C. Race Meeting, Turnberry, Ayrshire. Start 2.30 p.m.
Torbay M.C. Hill-Climb
S. Carmarthen-Lyre M.C. Trial N. Wales
E. Anglian M.C. Trial.
North Staffs M.C. Speed Trials, Peplow Airfield, Childs Ercall near Market Drayton. Start 11.30 a.m.

May 3rd-4th. B.A.R.C. Inter-Centre Rally, Droitwich
Yorkshire S.C.C. Rally, Scarborough
Keston and District M.C. Night Navigation Trial
Huddersfield M.C. Night Rally. Start Mount Sarah's Hotel, Scammonden, Yorks, 10 p.m.

May 4th. Italian 1,000 Miles Race (S. T.).

Circuit of Bordeaux (S. T.).
Sunbuc Weston Rally, Weston-super-Mare. Start Golden Cross, Warthook, 8.30 a.m.

Farness District M.C. Rally.
Mid-Surrey A.C. Grand Cup Trial Start Cricketers' Inn, Pirbright, Surrey, 2.30 p.m.

Sunbeam-Talbot O.C. Trial, Lake District

Grimshy M.C. Driving Tests
Kentish Border C.C. Driving Tests, near Maidstone

Alvir O.C. (Scottish Section) Gymkhana.

Leicester C.C. Sturges and Wentworth Trophy Trials, Derbyshire. Start Sturges's Garage, Braunstone Gate, Leicester, 10.30 a.m.

A.C.O.C. (Vintage Section) Rally and Treasure Hunt Start The Chequers, Lemsford, Herts. 12 noon

Taunton M.C. Allan Memorial Trial. Start, White Hart, Wivelacombe, 2 p.m.

Cornwall Vintage C.C. Driving Tests, Davidstow Airfield, near Camelford, N. Cornwall.

Sheffield and Hallamshire M.C. Shann Cup Trial. Start Norfolk Arms, Hollow Meadows, Sheffield 2 p.m.

Brighton and Hove M.C. Driving Tests, Sheepcote Valley near Black Rock. Start 2.15 p.m.

May 5th. Weybridge M.S.C. Rally, Surrey

May 7th 8th. Jeanne d'Arc Rally. French Provinces (I.).

May 8th. Jersey M.C. and I.C.C. Bouley Bay Hill-Climb.

The final test, Winsome Eightsome, was a figure of eight round two blocks of buildings as fast as your little horses could gallop. Lewis Mitchell (Austin) motored with a great deal of rapidity and then stopped so suddenly on the finish line that the tail end reared like the hindquarters of a broncho. Best set of horses were under the bonnet of Archie Craig's M.G. Special and they went to town on the best time of the day.

(Results were published in last week's issue)

BRIGHTON DRIVING TESTS

THE Brighton and Hove M.C. will be holding a Driving Tests meeting this Sunday, 4th May, at Sheepcote Valley, which is about half a mile north of Black Rock, Brighton.

Entries, at 2s. 6d. per driver, will be accepted at the start, which will be at 2.15 p.m. Classes divided into Open, Closed and Specials.

STURGES AND WENTWORTH
TROPHY TRIALS

THE Leicester C.C. Trial for the Sturges and Wentworth Trophies takes place this Sunday, 4th May. The meeting really comprises two events, that in the morning being in every way a trial for the ordinary club member with any type of car, while the afternoon trial is a sterner affair for competition licence holders.

The start is from Sturges's Garage, Braunstone Gate, Leicester, at 10.30 a.m., and there will be a picnic lunch at or near a suitable inn, and high tea.

WIRRAL 100 WALLASEY RALLY

AN event which should attract the sporting motorist is the 500-mile Wallasey Rally of the Wirral 100 M.C., due to take place on 17th/18th May. The aim of the organizers is to provide a fairly tough but enjoyable event, as free from restrictions as possible. The Rally is staged with the co-operation of the Borough of Wallasey, and will start from the New Brighton Promenade, Wallasey, the route leading via controls in England and Wales back to the starting point. First car leaves at 1 p.m.

The Wallasey Rally is open to members of clubs affiliated to the Cheshire centre of the A.C.U., holding R.A.C. competition licences. Entry fee per car is £2 2s. plus 15s. per team of three, the list closing on Saturday next, 10th May. The Wirral 100 Club Secretary is L. A. Cranshaw, of 2 Nigel Road, Heswall Hills, Barnston, Wirral, Cheshire.

NEW 750 M.C. SECRETARY

OWING to pressure of business, Kenneth W. Bickle has found it necessary to resign from the position of 750 M.C. Hon. Secretary, which he has filled so ably for the last two years. The Secretaryship has been taken over by Ken Welfare, of 56 Harrow Road, Bedford, Middlesex.

CLUB FIXTURES

Cornwall Vintage M.C. Monthly meeting 2nd May. Chase on Arms, Bickwater 6 p.m.
M.G.C.C. (S.W.). Visit to Bristol Aero C. works Filton, 1st May
B.T.D.A.—Lunch, 4th May, White Lion, Banbury, 12.30 p.m.
Singer O.C.—Driving Test, 4th May, Rodhill aerodrome, 10.30 a.m.
Walsley Horner Special Club. Monthly meeting 5th May. Railway Tavern, Bow Lane, Chesham, 1 p.m.
Carmarthen and Anglesey M.C. Noggin and Noddy 6th May. Aber Hotel
Lagonda Club. First Tuesday meeting 6th May. White Lion, Chesham
Manchester Unit M.C.—Fun Show 6th May. White Lion, Chesham 7.30 p.m.
Midland M.E.C. Casual Fun Show 7th May. White Swan, Euston Street 7.30 p.m.
Vintage S.C.C. (Midland). Second Thursday meeting 8th May. Red Lion, Church Street, Birmingham

FOUR-WHEELED FROLIC AT CRANFIELD

Another Trophy for the Todd Sideboard

Few indeed are the deserted airfields in Ulster which have escaped the attention of local motoring types, but the Cranfield 'drome, near Kilkeel, bears a thicker carpet of rubber than most. Some half-a-dozen times a year, the Newry M.C. members invade it for "driving tests"—light-hearted frolics in which fun and games are had by all, and officialdom takes a back seat.

A feature of these outings is the fact that car-swapping is not merely permitted, but positively encouraged. Last Saturday, some competitors put in as many as four entries, each with a different vehicle, bringing the entry list to the impressive total of 63. In this aura of fantasy, Christopher Lindsay achieved the surprising distinction of taking both fourth and fifth places—fifth with his own V.8 special, and fourth with C. E. Robb's Mercury special. Maestro Wilbert Todd suffered wheel-flap with his Todd special, due to an over-long drop arm, but pressed on *sans peur* to collect the premier award.

The entrants, who were formed into teams of three, came from far and wide. In addition to a large contingent from Belfast, there were Raymond Laird (Dellow) who had come over a hundred miles from Sligo, and Colum Hogan (Hillman) who had travelled 85 miles from Dublin. Before the event started the unfortunate Hogan, indulging in a little practice, found his Minx developing a disturbing obligato in first and reverse, but was loaned another car by Charles Maunsell. Later, the same fate overtook Todd, who was using his Minx in addition to his A.40-powered special.

Most of the special tests were of a familiar type, but mention must be made of Test 3 (three laps between channels), where George Savage (TD) ran somewhat amuck, and Test 6. The latter, a high-speed, two-way wiggle-woggle, was notable for a delightful comedy act by Chris Lindsay, when driving Dermot Johnson's "DP1". During his run the alligator bonnet (complete with wings and front cow) slowly rose into the air, improving accessibility no end, but causing a severe shortage of forward vision. "Darned good air-brake that" said one spectator.

Finally, the club produced a test which was applauded by all, providing as it did



MIXTURE AS BEFORE: One Todd (Special), one Todd (Wilbert), at Cranfield, in pursuit of yet another Premier Award

much of the fun and excitement of a relay race within the confines of one run-way. Each team of three cars was placed in adjacent "boxes", and, one by one, the competitors took part in a modified version of the wiggle-woggle. Each had to return to his box before the next man could leave, so life soon waxed hectic, with high-rev, standing starts, and a fine assortment of sideways drifts.

A team of officials having been hard at work in a caravan throughout the event, provisional results hot from the slide-rule, were available almost as soon as the last car crossed the line. Confirmed results are as given below.

F. WILSON McCORR

RESULTS

Marley Cup: W. T. Todd (Todd Spl), 121.0 marks lost; 2, C. E. Robb (Mercury Spl), 125.8 marks lost; 3, W. McDonagh (Richford), 126.0 marks lost.

Best Saloon: J. E. Dowling (Ford Brake), 138.2 marks lost.

Best Novice: W. I. Morrison (Singer Roadster), 141.0 marks lost.

Team Award: J. Clendinning (TC V.G.), R. A. Laird (Dellow s/c), and J. L. Dowling (Hillman Minx). Total 517.0 marks.

LUDGERSHALL HILL-CLIMB

RESULTS of the B.A.R.C. (S.W.) hill-climb held on 6th April, at Brunton, near Ludgershall, Wilts, are as follows:—

Class B (open), 751 c.c. to 1,100 c.c.: 1, J. Sparrowe (Morgan), 34.9 secs.; 2, P. Campbell-Jones (Singer 972 c.c.), 45.3 secs.

Class B (closed): 1, N. Freedman (Jowett), 36.8 secs.; 2, S. Silverthorne (Ford), 44.5 secs.

Class C (open), 1,101 c.c. to 1,500 c.c.: 1, L. Hammond (H.R.G.), 35.3 secs.; 2, C. Dixon (M.G.), 36.7 secs.

Class D (open), 1,500 c.c. to 2,500 c.c.: 1, D. Sessions (Healey), 30.0 secs. Best time of Day.

Class D (closed): 1, G. Langdon (Sunbeam-Talbot), 38.3 secs.

Class E (open), over 2,500 c.c.: 1, A. Wood (XK 120), 31.5 secs.; 2, G. V. Coles (XK 120), Dr. R. Havard (XK 120), 32.0 secs.

Class E (closed): 1, M. Potter-Moore (Jaguar Mk. V), 35.5 secs.

Class F (Specials): 1, W. Cripps (5,100 c.c. Cripps Spl), 31.6 secs.; 2, C. Buckler (1,172 c.c. Buckler), 31.8 secs.

More News from the Clubs on page 576

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1951 J.H.S. 500 c.c., '52 modifications, Dunlop wheels, ex-McAlpine, new condition, best offer to Leslie Wood, c/o Hummingbird Garage, St. Albans 2050.

RILEY

REG. 1939, Lym 9 4-seater sports special series, manual box, fast, smart, perfect condition and appearance. £265 o.n.o.—REN 6314. Collier, 2 Wardle Avenue, Fulham, S.W.6.

1951 (Rca.) RILEY 9 Kestrel saloon, £295. 1947 RILEY 24-litre saloon, £295.—Monroe Motors, 91 Epping New Road, Buckhurst Hill, Essex. Phone: Buckhurst 1171.

SINGER

SINGER Le Mans 1935, 3-seater, 9 h.p. Scintilla Vertex, twin S.U.s, four new tyres, 12 spare pistons, two cylinder heads, four camshafts, etc. £200 or offer.—Bateman, Lyndhurst, Sutton, Kelghley.

£225 SINGER Le Mans, 4-seater, 1935, new tonneau and hood, completely reconditioned engine, steering box and springs, superb condition throughout.—Sgt. Hughes, R.A.F., Kidbrooke, London, S.E.3.

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(continued overleaf)

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BENTLEY 1925 3-litre speed model rear axle complete with axle shafts, brakes, drums and disc, and two 4½-litre S.U. carburetors, £24. Also several 325 x 21 tyres.—Thompson-Dunlop Ltd., Sefton Street, Southport. Tel.: 3936.

J2 CYLINDER HEAD complete with camshaft and all valve gear, valve cover inlet manifold, £10. Radiator £7 10s. Crankshaft £7. M-type cylinder block £5. Sump £1, and some other parts.—Box 643.

TALBOT 5 h.p. touring, complete engine over-haul, £60. Engines for Studebaker Dictator, Rover 14, Graham Page, Wolseley 14 NF, Wolseley 18, etc.—Renown Motor Spares, Peterborough Mews, London, S.W.6. Tel.: Renown 1650.

WHEELS

ALL types of Wheels in stock. Any wheels made to your specification.—Turner and Knight, 34 Ealing Road, Brentford, Middx. EALING 4298.

WANTED

FIAT. Highest spot cash for all models.—Mayfair Garages Ltd. (opp. Selfridges clock), Mayfair, W.1. Mayfair 3104-5.

TWO FRONT BRAKES, 2 L.S., 11 in., 12 in. or 14 in., complete, or set of four with drums. All-Fin drums, 9 in. x 1½ in. or any others.—Box 640.

TWO-STROKE ENGINE sports-car, larger capacity the better, if not complete car, in chassis form, must be complete. Sale Ford V8 and 6-cyl. Chevrolet engine spares, 1½-litre Marshall Type Blower.—Parkin, "Kenwood", Morthen, Rotherham.

WANTED.—Scintilla Vertex Magneto, 6 cyl., clockwise rotation, to suit Sunbeam 16 9 h.p., also camshaft, flywheel and clutch complete for 1930 Fiat Model 508C.—K. B. Lee, c/o John Lee & Sons, Ltd., 36 Shaw Heath, Stockport.

WANTED.—Good-class sports-cars or tourers, must stand critical examination. Good price paid for specimen models.—Chadney's Motors, 25 Watford Road, Kings Norton, Birmingham. Phone: KIN 2827.

WANTED.—AUSTIN Seven chassis or car for rebuilding, any age, condition, cheap.—Box 641.

1951 COOPER 500 c.c. required, preferably with double-knockout and trailer. Price must be reasonable. Terms appreciated.—Phone: MAL 3037.

500 C.C. enthusiast required, preferably with sound mechanical knowledge to make a fourome in purchasing 1951 Cooper.—Phone: MAL 3037.

1,000 C.C. or 500 c.c. Cooper chassis, less engine, 1,000 c.c. preferred.—Hastings 908.

SITUATIONS WANTED

TWO young enthusiasts require job with racing man, late July/August.—Box 639.

News from the Clubs—continued

M.G.C.C. (S.W.) BRISTOL OUTING

THE next event of the S.W. section of the M.G.C.C. will be a visit on 3rd May to the works of the Bristol Aeroplane Co., at Filton, to see the Brabazon and other aircraft. Only 40 persons will be able to go, so early application is advised. The works tour will be followed by lunch and a minimum mileage contest in the afternoon, finishing at the Cross Hands Hotel, Old Sodbury.

VETERAN C.C. HENDON RALLY

ON Saturday, 26th April, the V.C.C. of Great Britain held a Rally to the Metropolitan Police Driving School, at Hendon. Excellent hospitality was dispensed by our hosts, such essentials to survival as a bar and a dining room being provided. I believe that a beverage called tea could also be drunk, and our thanks to the police must be recorded for all the trouble they took on our behalf.

The afternoon was taken up with driving tests, which were organized by Bill Browning. There were six tests: "slow-fast", "width-judging", "round-about", "Le Mans start", and "wobble-woggle". Some 70 cars, dating from 1898 to 1915, were put through their paces expeditiously, and a running commentary was provided by Chief Inspector Walker.

In addition to the more sober vehicles, several genuine racers turned up, including Stanley Sears's 1904 Mercedes and his son's 1914 T.T. Sunbeam, also the 1911 Coupe de l'Auto Delage that was des-

cribed in AUTOSPORT. There was similarly a racing flavour among the drivers, including Lord Charnwood, Tim Seacombe (with Duncan Hamilton as passenger), and John Bolster, who drove a 1910 Standard. It is significant that none of these names appear in the results!

J. V. B.

RESULTS

RALLY

Up to 1905: J. Steele (1904 Alldays), from Portishead.

Up to 1916: D. Fitzpatrick (1905 Wolseley-Siddeley), from N. Walsham.

DRIVING TESTS

Class 1 (up to 1901): 1. A. Tyler (1899 Decauville); 2. E. J. Jarvis (1899 Panhard et Levassor).

Class 2 (1901-04 incl.): 1. Bob Gregory (1904 Darracq) and D. G. Blackford (1903 White "Steamer"); 3. Stanley Sears (1904 Mercedes).

Class 3 (1905-10 incl.): 1. Peter Hampton (1910 Bugatti); 2. C. R. M. Hardy (1910 Metallurgique); 3. H. R. Timmis (1910 Mercedes) and Mrs. Mawer (1910 Zedel).

Class 4 (1911-16 incl.): 1. A. E. Stradling (1913 Unic); 2. Jack Sears (1914 Sunbeam); 3. H. R. Smith (1911 Renault).

MIDLANDS RALLY TO SCARBOROUGH

IN glorious rallying weather the Pathfinder and Derby Motor Club's annual rally got under way last Friday night from the Markeaton Hotel, Derby, and, after passing over a hazardous

course which included such famous hills as The Strines, Middle Tongue, Park Rash, Rosedale Abbey Bank, and Littlebeck, only 75 per cent. of the starters arrived at Scarborough at midday on Saturday, having covered 321 miles. After a short break for lunch, special tests were carried out on the Albert Road, Scarborough. Although feeling very tired after the journey, many competitors were soon busily cleaning and polishing their cars in readiness for the Concours d'Elegance which was held on Sunday morning.

RESULTS

Pickford Trophy: J. F. Dalton (1,250 M.G.), 38½ marks lost.

Thomas Cup: K. Shipside (1,250 M.G.), 39 marks lost.

Malin Trophy: I. D. Forbes (1,250 M.G.), 40½ marks lost.

Class A, Cars up to 1,150 c.c.: 1. J. S. Hollings (Morris 8), Nottingham, 108½; 2. D. W. Wing (939 c.c. M.G.), Nottingham, 139½.

Class C, Cars over 1,150 c.c., open: 1. G. Samworth (Jaguar XK 120), 42½; 2. A. Seater (Jaguar XK 120), 50½; 3. T. A. Marshall (1,250 Jaguar-M.G.), 54½.

Class D, Cars over 1,150 c.c., closed: 1. A. Towle (Sunbeam-Talbot), Derby, 51½; 2. N. E. Jordan (Sunbeam-Talbot), Derby, 53½; 3. H. C. Burrows (Triumph Renown), Derby, 57.

Team Award: J. F. Dalton, K. Shipside, I. D. Forbes, M.G.s.

Concours d'Elegance

Class A: D. W. Wing (M.G.). **Class C:** G. N. Cooper (Sunbeam-Talbot). **Class D:** H. C. Burrows (Triumph Renown).

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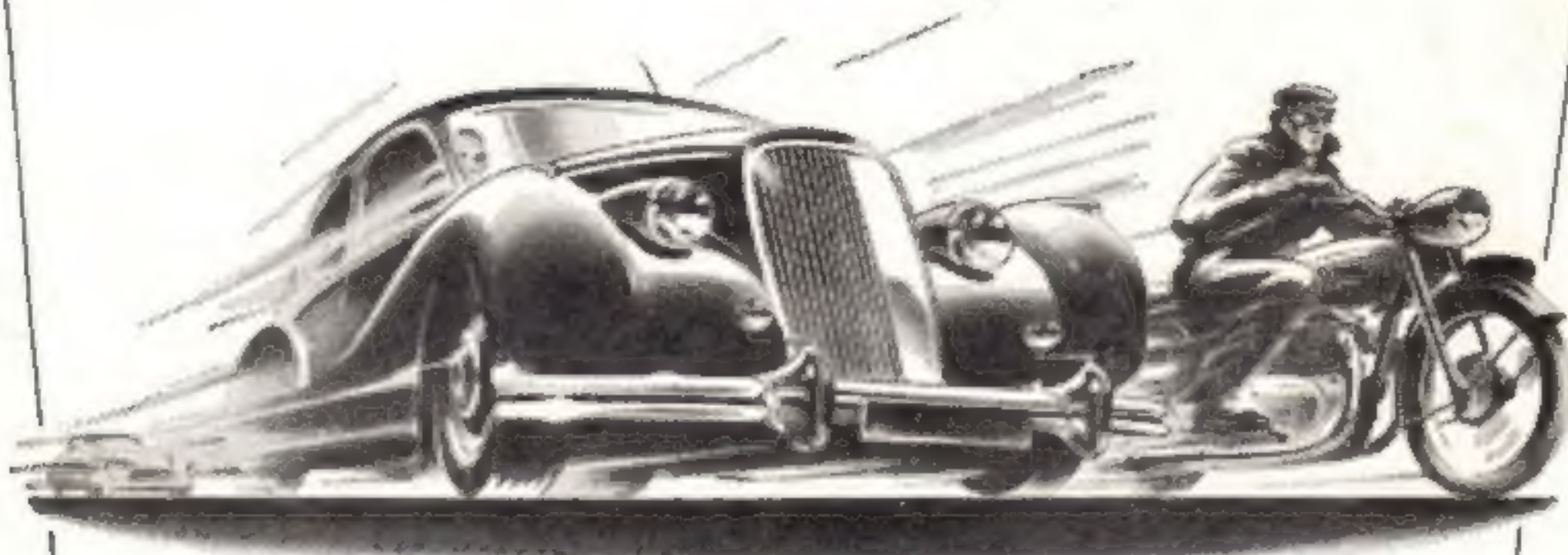


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to reduce cylinder wear
*British Patent No. 423441. Also see
National Physical Laboratory Report
12/1/35*

1ST in 1935 with a mild
detergent to clean the
engine itself
British Patent No. 431066

1ST in 1938 to announce
lighter oils for easy
starting, quick getaway
and petrol economy
*See National Physical Laboratory
Report 2/9/38*

1ST in 1949 with improved
inhibitors to protect
the oil itself
British Patent Nos. 658243 — 658183

1ST in 1951 with hypoid axle
oils containing anti-scuffing
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corrosion inhibitors
*covered by — British Patent Nos.
561898 — 561941 — 568864*

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